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PACIFIC FISHERMAN

y, 1953 Volume 51, No. 6

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Alaska Statehood Boils Again But Is Not Expected to Jell

STATEHOOD for Alaska boiled up to the top of the Congressional kettle again the middle of April just at the time the National Fisheries Institute was meeting in Washington.

Consensus was that there is little chance of affirmative action at this time, despite the fact that the House Territories Committee, which held April hearings, appeared moderately favorable.

Regardless of what the House does, Senate action, pro or con, is months away. Senate Territories Chairman Hugh Butler told the Alaskan delegation April 16 that his committee would hold no hearings until it goes to Alaska next August.

He said also that Secretary of the Interior Douglas McKay planned to visit Alaska at that time; and also that the Secretary had approved the legislation proposed to permit Alaska to elect its governor. Senator Butler predicted this would actually take place at the election in 1954.

You could almost call the April 16 statehood hearing a "distaff deal," for the ladies did most of the talking, while Ernest Gruening, unemployed former governor, puffed in the front row.

Loudest lady was Miss Sally Butler, legislative research director for the General Federation of Women's Clubs, representing (she said) 11 million women, whose "one real concern in Alaska becoming a state is that **proper and just treatment be accorded the Indians there."** (Emphasis supplied by Editor, who has always been under the impression that one of the reasons Alaskans want statehood is to checkmate the Indians' claims to much of Alaska on the basis of aboriginal rights.)

Another statement by Miss Butler which caused Alaskans to wince was to the effect that statehood would be a deterrent if the Russians "determined to place Alaska in their orbit of influence."

Pressed by one of the Congressmen to elaborate this statement, Miss Butler made it clearer: "I said Russia **might** try to take over Alaska if we turn down statehood. Alaska would resist Russia better if it is a state."

Appearance of Federal Judge A. J. Diamond before the committee raised a question in the minds of some as to the propriety of a federal judge leaving the bench to argue a political question.

He said that the Administration's proposal to grant Alaska the right to elect its governor was like "trying to bribe a baby with a lollypop."

THE COVER PHOTO

Tuna fishermen on our cover are working in the "bin," between the clipper's rail and the bait tank wall, loading the newly-caught Yellowfin through a hatch into the brine well below, where they will be frozen for the long trip home. The water serves to **flush the tuna along and make handling easy.**

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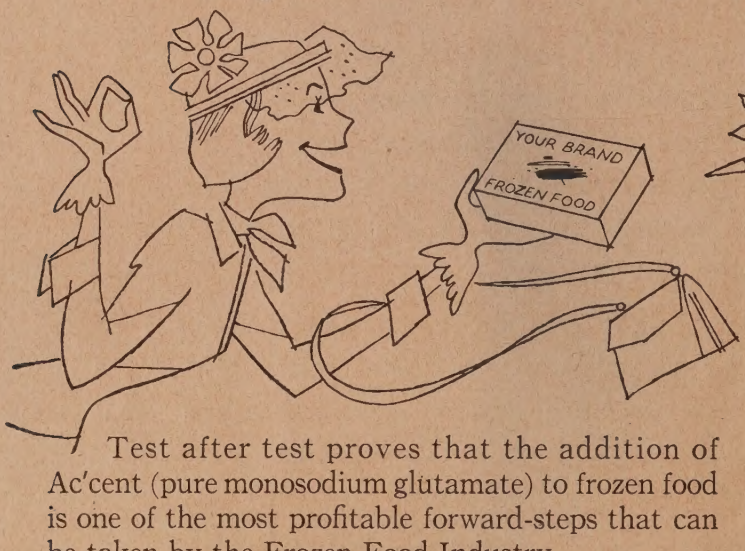

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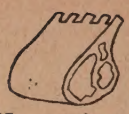

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NOTE: Full technical report pub lished in November 1952 FOO TECHNOLOGY Magazine "The Us of Monosodium Glutamate in Froze Foods" by Carl B. Norton, Donal K. Tressler, and Lillian D. Farka

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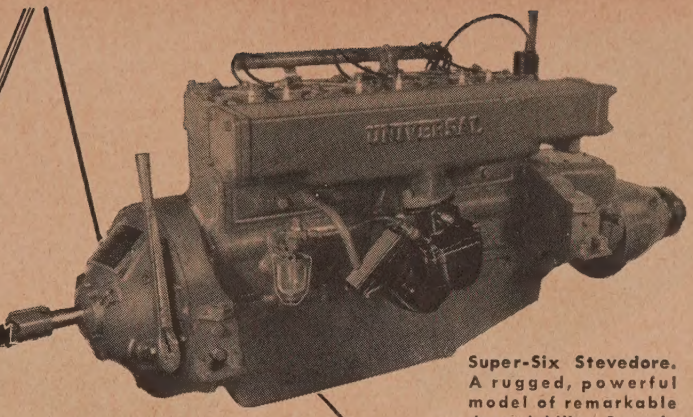

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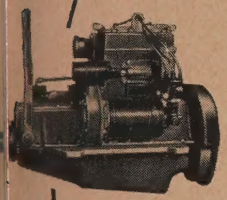

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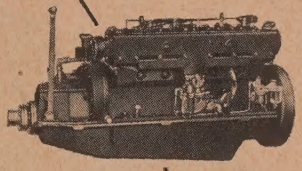

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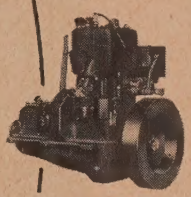

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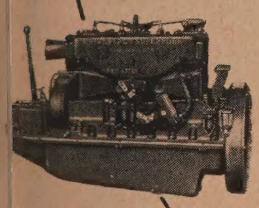

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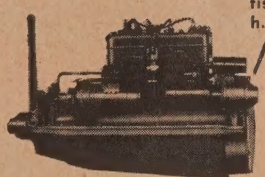

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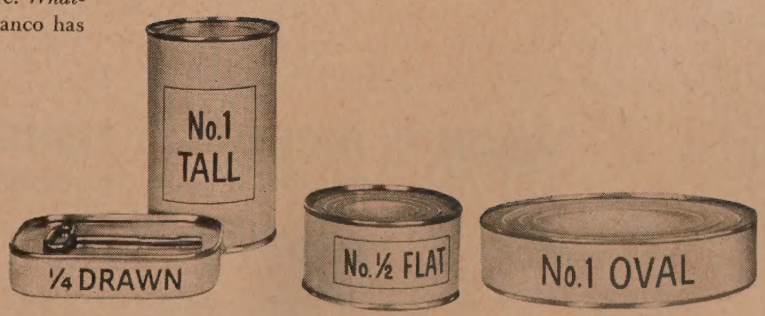

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PACIFIC FISHERMAN MAY 1953

PACIFIC FISHERY OBJECTIVES

ELLED-OUT BY 1953 ALL-INDUSTRY CONFERENCE

Prompt implementation of the North Pacific treaty for inter-onal fisheries conservation by exchange of ratifications by the e signatory nations;

Close liaison between the fishing industries of coastal states coordinated effort in coping with the common problems arising differing concepts of territorial waters;

Provision for flexible import quotas for fishery products;

Separation of fisheries functions of the federal government those of wildlife, ending the present arrangement declared to nsound, illogical and ineffective."

IME OBJECTIVES of the Pa-fic Fisheries Conference in cur-nt problems affecting the whole ry are briefed above from the solutions adopted at the plenary n of the conference held in Los es March 20-21.

meeting — the first called by man Miller Freeman since the e meeing in November, 1951— d a number of other resolutions sed hereafter in some detail.

meeting was attended by 38 tes, representative of the fish-of the Pacific geographically he arctic to the tropics; and at els: fishermen's unions, associa-f vessel owners, organizations of operators, research and educational institutions.

Following established custom, the entire attendance was broken up into sub-committees, under general chairmanship of Donald P. Loker, to consider and report on proposed resolutions.

In commending the executive committee for such effective efforts in assisting the State Department in preliminary work of the North Pacific Fisheries Treaty, the conference expressed hope that the three nations (Japan, Canada and the United States) would soon make the treaty effective by ratification and adoption of legislation to carry out treaty provisions.

Such need was underlined in a resolution dealing with crab fishing in Bristol Bay, where the Japanese have announced intention to resume crab-fishing. The executive committee was instructed to call attention of all concerned government bodies that:

Americans have fished crab there for many years and observed all sound principles of conservation; that serious conflicts could arise between fishermen of the two nations due to different types of gear and fishing methods used; that dual operations may result in over-fishing and thus endanger peaceful settlement of North Pacific fishery problems now in process of solution.

King Crab Position

The Conference urged the Fish and Wildlife Service to compile more data on the Bering Sea crab resource, looking to its proper management and preservation on a permanent basis.

In this connection, Lowell Wakefield, representing Alaska King Crab operators, declared the industry was now operating in a "vacuum" because the North Pacific Fisheries Treaty was not yet effective, and that long delay could result in elimination of the industry to where it could become only a historical problem.

On territorial waters, the Confer-

Pacific Fisheries Conference Resolutions in Essence

NORTH PACIFIC FISHERIES TREATY—

Heartily approving the work of its executive committee in the preliminaries to the negotiation of the North Pacific Fisheries Treaty, and of the industry advisors who participated in the task of drawing up the convention, *the Conference expressed hope that the treaty might be promptly effectuated through exchange of ratifications and the enactment of implementing legislation.*

TARIFF and IMPORTS—

Citing that duties on imports of fishery products have declined, and their volume greatly increased, to the serious injury of the domestic industry, *the Conference sought* (a) continuance of improvement of the Trade Agreement Act through *escape clause, peril-point and quota provisions;* (b) establishment of *fair tariffs and flexible import quotas;* (c) *consumer education* as to the value of a competitive domestic industry with a just share of the American market; (d) *close liaison with other affected industries* in collaboration with the National Labor-Management Council.

DEPARTMENT OF STATE—

The Conference decided to continue to present to the Seretary of State, in concert with representatives of the fishing industry of other parts of the United States, *the importance of fisheries in the international relations of the United States, and the consequent necessity for having an official in that department responsible for these matters at a high policymaking level.*

BRISTOL BAY KING CRAB—

Noting that Japanese expeditions were returning this spring to King crab fisheries adjacent to the Alaska mainland, and that such operations in the past had endangered peaceful settlement of North Pacific fishery problems, and the conservation of the resource, and might again, the Conference *urged Federal agencies concerned to maintain close study of the problem to the end that international incidents be avoided and the resource maintained on a sustained yield basis.*

---

ence recognized the common problem as relating to other states than those of the Pacific Coast — particularly those bordering the Gulf of Mexico— and the Executive Committee was asked to maintain a close liaison with those fishing interests, and also was empowered to appoint one or more persons to carry forward the PFC purpose on territorial waters.

Fisheries tariffs and agreements brought out a resolution that fisheries' protection from "foreign invasion" is inadequate. Average tariff rates on imported fish and products have greatly increased during the post-war years; while imports have materially increased.

Moreover, large segments of the industry have been and still are, sustaining serious injury, and still others are threatened by reason of increased imports. On the other hand exports of domestic fishery products have largely decreased.

Support was therefore thrown to continuation of improvements to the Trade Agreement Act through safeguards such as the escape clause, peril point and quota provisions. Fair tariff and import quotas are sought.

Hoover Plan for Fish Again Backed

The conference once again declared the present wedding of fisheries with wildlife in the Federal organizational structure to be "unsound, illogical and ineffective," reaffirming the industry's position that the Hoover Commi recommendations should be ca out and Fisheries separated Wildlife.

T. F. Sandoz, Columbia River mon & Tuna Packers Association spokesman for a resolution on lumbia River dams. The pos taken by the Conference was authorized dams not now under struction be not started until already closed to salmon runs completely developed for power irrigation.

Those dams already autho will make most of the spawning above Bonneville Dam inaccessib salmon runs; moreover the so-c Lower River Plan had not progr sufficiently as yet to indicate wh it is effective or not.

The conference commended U. S. Corps of Engineers for its on fish ladders and other res work; urged expediting of the program and allocation of suff funds to develop it thoroughly.

The Executive Committee was instructed by the Conference t acting in cooperation with the sent to the Secretary of State U. S. industry, the necessity of sponsible for fisheries matters ing an official in that departme high policy-making level.

Ask Funds for Research

The Conference went on through a separate resolution a vocating strongly that adequat propriations of federal funds be for research purposes. It made that, regardless of who admir the allocated funds, the appropri should be re-examined to secure er efficiency to meet fishing re problems. An advisory com from industry will be appoint assist the Executive Committee each research problem.

Several resolutions were g together, as for example the policy on FAO. No action on th taken by the sub-committee, to emphasize the Conference tains expressed policy that FA to its basic program of fosterin eries for have-not nations for f and not entrance into trade co tion.

In his opening remarks to th ference, Miller Freeman stress unselfish work of the Executiv mittee, consisting of Chairman ing, Harold F. Cary, Donald P. Harold E. Lokken, Thomas F. and James F. Waugh. These m given and most effectively, o time, money and abilities.

Speaking of the Conferenc whole he said, "You men, seventh year of operation, re ing every branch of the industr conducted the activity of the ence on a high plane, thus re great credit on our industry."

ccounting to the Conference for Executive Committee's work since last open session, Mr. Brooding the committee had met seven s during the past two years or so; worked on many problems as in- cted at the Seattle meeting and re. He and several members of committee went to Japan at in- ion of the U.S. government when isions of the North Pacific Fish- Treaty had been worked out. ings had been held at Seattle, Francisco, Los Angeles and hington, D.C.

esent was Dr. W. C. Herrington, al assistant for fisheries to the tary of State, whose advice and pretations of government policy plans were frequently sought dur- he two-day conference.

ving up his campaign to be re- d of the duties of chairman, Mil- reeman again accepted the unani- election to continue in that of- Also re-elected were Edward W. , as vice-chairman, and Mont- ry Phister, secretary-treasurer.

llowing his custom, after adjourn- of the conference, Mr. Freeman d the men entrusted with respon- ty of carrying out the PFC pol- These proved to be exactly the who have served for years:

lton E. Brooding, California Sar- Institute, chairman; Harold E. en, Fishing Vessel Owners As- tion; Harold E. Cary, American boat Association; Donald P. Lok- alifornia Fish Canners Associa- Thomas F. Sandoz, Columbia Salmon & Tuna Packers Asso- n; James F. Waugh, Cannery ers Union A.F.L.;

committee chairmen included: Saxby, Monterey Fish Processors' iation; Ed L. Morris, California Research Foundation; Dr. R. iller, California Academy of ces; James B. Lane, California Canners Association; Dr. M. B. fer, Inter-American Tropical Commission; Boyd Walker, Uni- y of California; Floyd Wright, . & T.P.A.;

er delegates present: Frederick erson, Alaska Salmon Industry, e; A. R. Brueger, Association of c Fisheries, Seattle; Roy H. Bea- nd Herbert C. Davis, C.F.C.A., inal Island; John Real, Fisher- Cooperative Association, San ; Anthony Sokolich and John kevich, Fishermen & Allied ers Union, San Pedro; Dr. Paul eedham, U. of C.; Dr. Roger le, Scripps Institute of Oceanog- , La Jolla; Dr. Richard Van , University of Washington, e; D. A. Dodge, U. of W.; Nick aone, and Charles L. White, San Commercial Boat Owners; Fletcher, Offshore Fishing Ves- ssociation, Astoria; Mason Case, Coast Fish Producers Institute, Landing; W. C. Eardley, Seattle;

Pacific Fisheries Conference Resolutions in Essence

TERRITORIAL WATERS—

Recognizing the problem of territorial waters as one common to all coastal states, and particularly those of the Gulf of Mexico, *the Conference advised that "close liaison be maintained with the fishing interests of all coastal states in order to coordinate and promote our common interests."*

FEDERAL FISHERIES RESEARCH—

Examining the whole matter of scientific research in fisheries by the Federal government, the Conference strongly urged that such studies be adequately financed; that allocation of funds between projects variously under the Department of Interior and State be reconsidered in the interests of effectiveness; and that industry advisory committees be appointed in connection with each such research enterprise.

FISH-PROTECTIVE RESEARCH—

Noting that immense sums are being spent for fishways without actual knowledge of the basic requirements for the handling of migratory fish at dams, and that the Corps of Engineers has initiated a broad research program attacking this vital problem, *the Conference strongly commended the Corps of Engineers for undertaking this research, and urged that it be expedited and adequately financed.*

COLUMBIA RIVER DAM POLICY—

Noting that dams already authorized for the Columbia River system would make most of the spawning areas above Bonneville inaccessible to salmon, *the Conference declared that actual construction of additional dams which would destroy salmon spawning areas be deferred until streams already closed to salmon runs be fully developed for power and irrigation.*

FEDERAL FISHERIES SERVICE—

Declaring that the consolidation of Federal fish and wildlife functions in the existing Fish and Wildlife Service has been "demonstrated as unsound, illogical and ineffective," *the Conference "heartily endorsed" the Hoover Commission recommendation that Fisheries be separated from Wildlife in the Federal organization.*

John Calise, Seine & Line Fishermen's Union, San Pedro; Harold Requa, C.F.C.A., San Diego; William B. Freeman, Miller Freeman Publications and Charles E. Jackson, National Fisheries Institute, Washington, D. C.

Attending the final session and as luncheon guests of the PFC, but primarily present in the Statler Hotel for an industry advisory committee meeting on Tuna Standards, were a number of prominent Southern California packers. These included:

Al Vignola and G. H. Clark, chairman and research director, respectively, industry committee; Gilbert C. Van Camp, Jr., Walter Gillis, Sr., William Gillis and Sven Lassen; Ed. W. Chapman, Jack Gorby, and others. Acting as working secretary to the Conference was Miss Doris Nordstrom, secretary to Montgomery Phister.

Bureau-Level Changes Begin in Interior

Personnel changes at the bureau-head level began in the Department of the Interior in March with acceptance of the resignation of Dillon S. Meyer as commissioner of Indian affairs and the removal of Marion Clawson as director of the Bureau of Land Management. Acts and policies of both of these officials had been the subject of controversy for years.

As an appointed officer, Mr. Meyer has resigned. Mr. Clawson has civil service status and is expected to be assigned to duties elsewhere in the Department of the Interior.

Canada Approves Tripartite Fisheries Treaty

Canada's ratification of the North Pacific Fisheries Treaty is now assured.

In a telegram from Ottawa to the Vancouver, B. C., office of *Pacific Fisherman,* April 9, Stewart Bates, deputy minister of fisheries for the Canadian government, announced that the House of Commons had finally passed the tripartite treaty with the U. S. and Japan and that the Canadian Senate would deal with the measure within a week. Endorsement by the Canadian Senate is regarded as little more than a formality.

The treaty was ratified several months ago by the U. S. and approved by the Japanese Diet after being signed by representatives of the three powers concerned in Tokyo on May 9, 1952.

Now that both Canada and the U. S. have pledged their support it remains only for the new Japanese administration to back up the commitments of its predecessor.

Leading operators in the British Columbia fishing industry expressed profound satisfaction with Ottawa's favorable action, which would have come sooner had other controversial issues not relating to fisheries intervened to hold the center of the parliamentary stage at Ottawa.

The operators were quick to interpret Canada's endorsement as official recognition by their nation of a measure designed to facilitate the orderly and constructive development of the North Pacific's fisheries. Further than that, they hailed the treaty as an outstanding example of industrial statesmanship, setting a pattern for the whole world in the field of international co-operation for joint administration of natural resources. They saw in this treaty a manifestation of the same mutual understanding and realistic thinking that have been responsible for the success, in a smaller sphere, of the halibut and Sockeye salmon treaties between the U. S. and Canada.

It was not an easy matter to bring about agreement on the treaty. There are still a few points at issue between the signatory powers, such as fishing rights in Hecate Straits between the Queen Charlotte Islands and the British Columbia mainland, and this controversy was referred to in the House of Commons by General G. R. Pearkes, M.P., but it is generally realized that this is primarily a regional dispute to be adjusted eventually between Canada and the U. S. and certainly should not be permitted to block the attainment of the larger goal.

Discussion of the treaty in the House of Commons, which led to its passage there, was introduced by J. Watson MacNaught, parliamentary assistant to Hon. James Sinclair, Minister of Fisheries. Mr. MacNaught reviewed the provisions of the treaty especially in its effect on British Columbia's salmon, halibut and herring fisheries. Because of the intermingling of fish and fishing programs, neither Canada nor the U. S. would be asked to abstain from exploitation of the fishery resources on this side of the Pacific from the Gulf of Alaska southward, said Mr. MacNaught.

This exception, he pointed out, was of particular interest to Canada, since Canadian fishermen had not historically established fishing operations along most of the coast of the U. S., including Alaska, whereas U. S. fishermen had been fishing in the high seas off Canadian territorial wa and therefore could not be aske abstain because of that fact.

"Subject to these exceptions," Mr. MacNaught, "any other stoc fish that in the future meets with three conditions of full exploita scientific management and legal ulation may be included in the a of the treaty, and the party or pa which have not participated in exploitation may be asked to ab from future exploitation."

Mr. MacNaught explained the posed appointment of a commi to assist in administering the tr although it would not have regul powers beyond the presentatio recommendaions which would be effective only with the consent o three governments.

The convention will take effe the day of the exchange of rat tion and will remain in force fo years, and thereafter one year the day on which any party notice of termination.

Treaty For Fraser Pinks Proposed by Minister

Hon. James Sinclair, Canadian minister of fisheries, announced in his home town Vancouver, B. C., that he hopes to initiate "very soon" a conservation treaty for Pink salmon similar to that controlling the Fraser River's Sockeye resource.

"I would like to start negotiations as soon as possible with the new government in Washington," Mr. Sinclair told a meeting of fishermen. "I have felt that the importance of the Pink salmon fishery justifies such attention, and I hope to have the honor of initiating for Canada this measure aimed at fair and equal division of the Fraser Pink catch internationally, while at the same time providing the necessary long-term conservation program."

Mr. Sinclair said he would welcome suggestions as to whether a separate commission should be established for Pinks or whether the Sockeye treaty should be changed to add Pinks to its jurisdiction.

British Columbia commercial fishermen have been urging for some time that Fraser Pinks be br under international control.

There appear to be three scho thought in B. C. respecting the posal. One would like to see placed under the supervision o Sockeye commission in order to duplication of effort and mak of the extensive data already c ed. Another is opposed to the of having natural resources reg by commission. A third faction that talk of a Pink salmon tre premature until Canadian fish reach the point where they more Fraser River Pinks tha Americans.

German Freezership S Tuna Off Peru's Coast

Reports from Germany say German whaling company of burg is outfitting a 1,163-ton f ship named *Caribia* to operate Peruvian coast, freezing tuna what market the report does n

HIGHER PER CAPITA

Embraced as Solution of Fishery Problems

'CREASE in the North American per capita consumption of fish and seafoods was embraced by the Na- al Fisheries Institute as its pri- y objective at its 8th annual con- tion in Washington, D. C., April .5, offered as the solution to the ıstry's most pressing problems, as an enterprise in which all ele- ıts of the Institute could unite, ther with the producers of other ıtries marketing in America.

ut of the convention this deter- ation emerged, over-topping in im- ance imports themselves, and the led, touchy subject of territorial .

nports and tariffs and quotas were ıed and debated by many able , but the evident conclusion of convention was compacted into a -turned phrase by Jack Fulham 'ulham Brothers, Boston, when he :

)ur real trouble is in the per cap- consumption of fish. We've been ers, not *merchandisers. Can't we something from soap?"*

ıe N.F.I. convention gave affirma- answer.

F. M. BUNDY
New President of N.F.I.

"itz" Bundy Elected o National Presidency

F M. "Fritz" Bundy, president of e enerable, but highly progressive n-Pew Fisheries Co., Ltd., o ester, Mass., was elected presi- n of the Institute, succeeding ıes D. Alhadeff of Whiz Fisheries .. eattle.

Another Seattle man, Harald Synnesvedt, president of the New England Fish Co., was accorded N.F.I.'s annual Man-of-the-Year honor, being made a life member of the organization of which he was president in 1950.

Jack W. Willis of the Marine Products Co., San Diego, and the Wilbur-Ellis Co., was elected national secretary of N.F.I.; while Frank Wilkisson of New York was elected treasurer.

Ruthford and Turnacliff Head Pacific Regions

Lloyd Turnacliff of the Meredith Fish Co., Sacramento, was elected vice president for Pacific southwestern Region IV, with C. M. Reinke of Reinke & Amende, Los Angeles, as the regional executive committeeman.

In the Pacific northwest Region V, E. A. Ruthford, vice president of the San Juan Fishing & Packing Co., Seattle, was elected vice president, with Douglas Hager of the New England Fish Co. of Astoria, Oregon, executive committeeman.

Directors from Region IV will be: Al Levy, Washington Fish & Oyster Co., San Francisco; Gil Kuhn of Marine Products Co., San Diego; Sam DeLuca of State Fish Co., San Pedro; Malcom Goldie of Van Camp Sea Food Co., Terminal Island; Lionel Shatz of A. Paladini, Inc., San Francisco; Arthur Freeman of Freeman's Certi-Fresh Foods, Los Angeles; and Emanuel Stein of Stein Fish Co., Pueblo, Colo.

Region V's new directors are: Charles Byer of Charles Byer Co., Portland; Myer Bornstein of Bornstein Seafoods, Bellingham; Norman E. Weitkamp of Washington Fish & Oyster Co., Seattle; W. B. Hall of Booth Fisheries Corporation, Seattle; Peter A. Formuzis of Consolidated Sea Foods Co., Tacoma; Harald Synnestvedt Jr., New England Fish Co., Everett; and W. E. Eardley Jr., Eardley Fisheries, Seattle.

JACK W. WILLIS
Elected National Secretary of Fisheries Institute

Institute's Sole Resolution Seeks to Advance Quality

Unique record of the N.F.I. convention was that it adopted but a single resolution. This had to do with support of the earnest effort of some of its leaders for accomplishments in quality of products. Karl Envoldsen of Cleveland, chairman of the Quality Committee declared that the Institute must achieve an advance in product quality comparable to, and in support of, what he described as a wonderfully successful job in public relations.

International Leverage Invited

INTERNATIONAL effort to raise the North American per capita consumption of fish was proposed frankly to the Fisheries Council of Canada at its Ottawa convention in April by Charles D. Alhadeff, retiring president of the National Fisheries Institute of the United States.

Speaking before the Canadian council, he said in part:

"Those among us who are analytically inclined study the statistics of populations and standards of living, of buying power and per capita consumption, and they tell me that the people of North America—with the best fish in the world—rank with the lowest in per capita consumption of fish.

"I tell you today that there is no problem of markets, no problem of costs, no questions of competition which a one-pound rise in the North American per capita consumption of fish would not cure. Here is North American opportunity for all in the fish business, for developing the latent opportunities which lie in the rich North American market with its substandard per capita consumption of the fish products North America is so gloriously equipped to produce."

Frozen Halibut and Fillet Market Falls Apart Under Hard Pounding

Frozen halibut market fell-apart at the seams in mid-Lent, particularly in the Chicago and San Francisco territory, and as Holy Week passed off the calendar and we approached press-time there was no quotable market prices for frozen halibut. Fish was available for what it would bring — and that wasn't too much.

What brought about this Lenten break at the end of a halibut selling season which had seemed sound for months, with fish moving in fair volume?

A number of reasons are apparent. All the following played a part in influencing the foundering of the market, but one of them over-topped all others — like the seventh wave.

1. Imports — This is the outstanding factor. Never in history has the volume of imported fillets entering this country compared with that of recent months. From Canada, from Iceland, from Norway and other countries, the volume of goods — and very good goods at that — has run far beyond the experience of other years; and prices have dropped to levels that hurt everyone, including the importers. Large quantities of good quality cod fillets have been sold in Eastern centers at figures as low as 11c per lb. wholesale. This gives a selling price on the order of five pounds for 85c.

2. New England prices—Influenced in large part by the inventory and low price of fillets, but also by volume of landings, mid-Lent market prices for haddock in Boston were around 7c, with "scrod" (small haddock) selling for 6 to 6.5c.

3. Halibut Stocks — A number of operators came to the last three months of the halibut season with unwieldy inventories. The amount frozen had not seemed excessive, and prices generally left only a modest margin of profit, but the accumulating weaknesses began to be felt as 1953 opened by those holders who had not previously cut deeply into their stocks.

4. Bearish Reports — Department of Agriculture reports on food stocks this spring featured frozen halibut along with frozen fillets as food items which were long to the point of weakness. Maybe this was true, and certainly the publication of the fact helped it become so.

5. Early Opening — A final contributing factor to the foundering of the halibut market was the action of the International Fisheries Commission in advancing the opening date of the 1953 season, thus reducing the period available for selling the frozen stock. Very early in 1952 the International Fisheries Commission informed the industry that the 1953 season would be opened for fishing between June 1 and 10. The freezers accordingly built up stocks during the 1952 season to last until new fish from a June 1-10 opening could come to market. However, about the middle of February, 1953, the commission announced that, its earlier declaration notwithstanding, 1953 fishing would open May 17. About this time it also became apparent that some elements in the industry had known this fact for some time in advance of the official announcement, and had quietly been able to take indicated action. This early opening alone did not break the market, but it helped.

A New York Report

The Eastern view of the frozen situation is stated rather plainly the April market letter of a subs tial sales representative in New Y City, which says:

"The frozen fillet market rem in a demoralized condition, except a few species. Half a million pou of Newfoundland Cod were rece purchased at 11c a pound delive This is now being offered at 85c five pounds at retail. While low prices have discouraged new pro tion facilities in some areas, areas have gone right ahead and new plants. Norway has a new l plant, just coming into produc However, the first reports indicat Norwegian cod run this year is b normal. Another bright spot, is increased movement out of sto Inventories continue to be exce and may remain so for some to come."

Gruening Vetoes Alaska Salmon Tax Reduction

Taking a final punch at the Alaska salmon industry, Ernest Gruening, retiring governor, in an after-adjournment veto effectively scuttled the legislature's desire to grant the industry a measure of tax relief by reducing the case tax 16%. Inasmuch as the measure was passed late in the session, the governor was able to kill it by withholding his veto until after adjournment.

His other vetoes directed at the fisheries were over-ridden by narrow margins.

Refund of the money collected under the non-resident license fee declared unconstitutional by the United States supreme court was opposed by the governor, but was enacted anyway.

Repeal of the property tax levied on holdings outside of towns and taxing districts was passed over a Gruening veto. While this affected the fisheries to some extent, the principal benefit was to the mining industry.

The Alaska territorial department of fisheries sought some $700,000 for the biennium, but this was reduced by the legislature to $400,000, which itself represented an increase of about $100,000.

Mexican Lobster Trade Shares in Decline

Mexico's lobster industry, lik shrimp, totuava and abalone fish is in a partial decline. For the three months of 1953 importati lobsters from Lower California hardly more than 1,200,000 lbs.

In view of the increasing con tion on the west coast from impo lobsters from North Africa and tralia, as well as increased cos production, the Mexican govern in a decree of February 23, re the ad valorem tax on expor fresh, cooked or refrigerated lo from 15% to 3.75%.

Entries of totuava (Mexica bass) through custom ports of fornia and Arizona for the three months this year total 6 lbs. Most of it is shipped direct Angeles and distributed there.

Astoria Tuna Canning Resumed by C.R.P.A.

Tuna canning was resumed toria with the opening of the quarter of the year when the bia River Packers Association a ed its big Elmore cannery and work on the first of the season signments of frozen tuna.

TO FRESH WATER

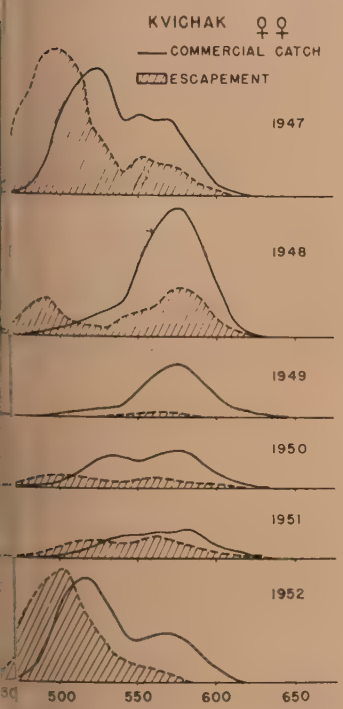
FOR FORECAST

53 PROGRESS REPORT, FISHERIES RESEARCH INSTITUTE

ASIS OF FORECAST is two-fold in Red salmon.

"A—Mature salmon from the spawning of any year return nstallments, the earliest of which appears to give us a measure he magnitude of the following return.

B—But before this, we must go back to fresh water for a basis orecast, for an understanding of natural fluctuations in abunce of Red salmon. The cycle, and the rhythmic appearance of that e, is rooted somewhere in the lakes, in variations in living enmment, in the predators, and in the food."



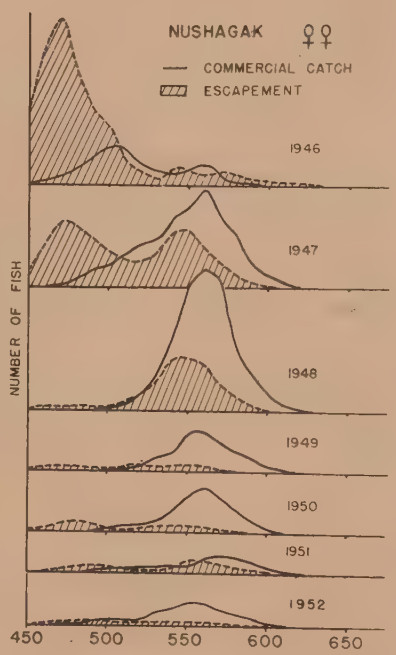
Kvichak run for a full cycle, ing the two-installment run th "big years," composed prin- y of small two sea-winter fish 47, followed by larger three inter fish in 1948. Note how l instances the escapement mposed in large degree of the smaller fish.

With these words, Dr. W. F. Thompson, director of the Fisheries Research Institute, keynoted the 1953 Salmon Research Conference held in connection with the 16th Canned Salmon Cutting. He was introducing a presentation of a particular aspect of the F. R.I. findings and thinking as its research enters the second Red salmon cycle of its full-scale studies, sponsored by members of the salmon industry in the public interest and the cause of conservation.

As in previous years, the discussion centered on a particular aspect of the broadly comprehensive program of investigation; research fostered by members of an industry in a thoroughly American enterprise devoted to contributing to man's knowledge on the highest standards of scientific study, while at the same time scrutinizing the validity of the assumptions on which government regulates utilization of the Alaska salmon resource.

"This Fisheries Research Institute is an unique establishment," its director said, "because it is sponsored by the Industry, which thus supports scientific biological research having to do with perpetuation of the supply of salmon — and perpetuation of the supply is vital not only to the Industry but also to the American people.

"We have now gone far enough in our work to begin to get end-results; results which I think are of very great interest in understanding the run of salmon — and in forecasting it. *We hope that application of our results in regulation will come.*



Decline on the Nushagak—showing how the runs of 1950-51-52 failed to reflect the large escapements of 1946 and 1947. Note also the significant two-installment pattern: small fish of one year-class in 1946, and larger three-winter fish of the same year-class returning in 1947; while small fish of a new year-class appeared in the run, their three-winter sisters comprising virtually the entire run in 1948.

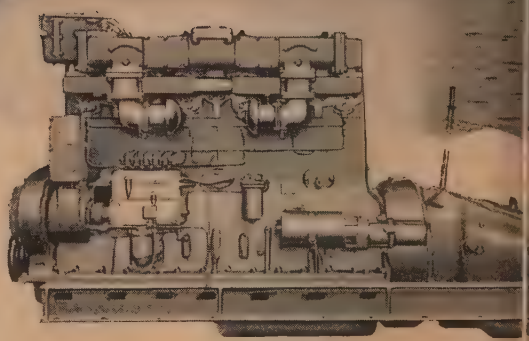
"From now on *our work should lead directly to a precise examination of the regulations, and their effect.*"

Dr. Thompson emphasized: "Research of the F.R.I. enters its second salmon cycle. In the first cycle our studies were 'qualitative' — exploratory. Now they should become 'quantitative' — measuring precisely.

"In this new cycle we must measure

FEDERAL DEPARTMENT OF FISHERIES
STANDARDIZES ON BUDA "1879" MARINE DIESELS
For 60' Patrol Craft

"Arrow Post" 60' length overall; 16 ft. beam; speed to 10.4 knots Powered by Buda 6-DCMR-1879 Diesel.



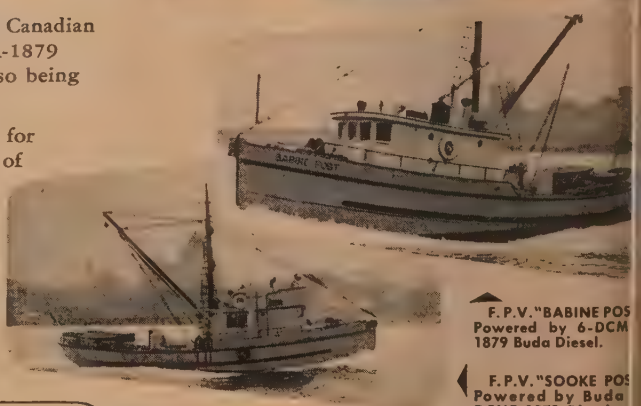
3rd Vessel Powered By BIG Displacement BUDAS!

The three speedy 60' "Post" Class patrol vessels of the Canadian Department of Fisheries are powered by Buda 6-DCMR-1879 Marine Diesels. A fourth boat, the "Stuart Post" is also being Buda Diesel powered.

Patrolling in all waters—in every kind of weather calls for engines of absolute dependability, and the performance of Buda Diesels in these hard working patrol craft made them the choice for all other boats of this type.

You can profit from the economy, dependability and power a Buda Marine Diesel will bring you. Ask your Buda Distributor for details today. Write for Bulletins and data.

The Buda Company, Harvey, Illinois



F.P.V. "BABINE POST" Powered by 6-DCM 1879 Buda Diesel.

F.P.V. "SOOKE POST" Powered by Buda DCMR-1879 Diesel.

T. B. Cook Engine Co. Foot S. W. Gibbs St., Portland 1, Oregon
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Buda Engine & Equipment Co., Inc. 3407 Airport Way, Seattle 4, Washington
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Marine Pumps, Inc. 745 So. Seaside Ave., Terminal Island, Calif.
Simson-Maxwell, Ltd. 1931 West Georgia Street, Vancouver, British Columbia, Canada

BM-16

BUDA

merical importance of runs, and of
es within the runs.

WOOD RIVER LAKES ADULT ESCAPEMENT, $\frac{1949}{1950}$ WAS $\frac{1}{6}$

DOWNSTREAM YEARLING MIGRANTS, $\frac{\text{FROM 1949}}{\text{FROM 1950}}$ WAS $\frac{1}{13\frac{1}{2}}$

SURVIVAL RATE IN 1950 WAS 2¼ TIMES THAT OF 1949, ADDED TO AN ESCAPEMENT 6 TIMES AS GREAT.

d Ideas of Run
d Return Upset

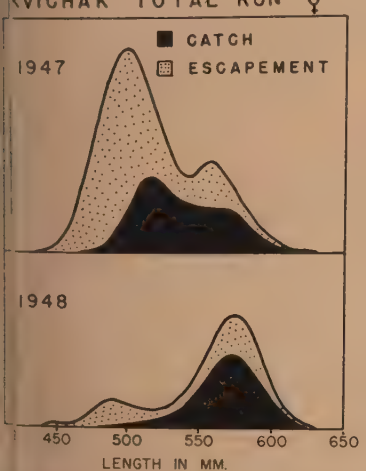
We have completely upset the idea
t the cycle and the relationship of
ent and offspring is a simple nu-
rical one.

The old theory that a good year
es rise to a good year, and a poor
r gives rise to a poor year, must
hrown into the discard. The return
n any Red salmon spawning comes
r a period of two, and sometimes
ee or more years — so every good
r contributes in the next cycle to
adjacent years.

There is no way in which you can
lain the perpetuation of a Red
non cycle except by a concept of
erential mortality. . . . In the nat-
t cycle the rate of reproduction
st be low in the poor years. I think
a mistake to have sought special-
o protect the fish of these poor
s, because their rate of reproduc-
is low.

There is no escape from the con-
ion that there are strong natural
ors operating to produce a rhyth-
change in the abundance of fish,
r size and their productivity from
-to-year. We count over-fishing as
one of the factors in the situa-

There are variations in the survi-
rate that cannot be explained in
other way than by changes in
ral conditions.



onstration of the two-install-
t character of the Red salmon
rn from a single spawning.
Kvichak run of 1947 was dom-
ed by small Reds which had
nt two winters in the sea. The
lowing year the run consisted
rely of salmon from the same
-class as the majority which
rned in 1947, but these larger
from the same year-class had
nt three winters in the sea.

"You would not expect physical conditions — rainfall, temperature, sunlight — to show rhythmic regularity; but you would expect a rhythmic alternation of abundance in predators and food supply."

Measure of Migration Reveals Survival Rate

Preliminary pay-off from the studies of fresh-water life of the Red salmon was revealed by Dr. Thompson and some of his specialists in this phase of the research. R. L. Burgner, for example, was able to say:

"The 1952 migration of yearling fingerlings was 13.5 times as great as that of 1951. The adult escapement of 1949, from which came the downstream migration of 1951, was 1/6 as great as the adult spawning escapement of 1950, the parents of the 1952 downstream migrants.

"Thus it is apparent that the *survival rate* or *productivity* of the 1950 spawners was 2¼ times as great as that of the 1949 spawners."

To which Dr. Thompson added:

"We enter an era which should accurately measure what is being derived from this research. You who work on Bristol Bay know what these facts might mean to the run in 1954, when the first of the year-class of 1950 comes into the catch. If that year-class is actually 13½ times as great as the year-class of 1949—which comes back *this* year — that should be something worth knowing."

Again, Ole Mathisen, a staff biologist, reported: "On the Kvichak we find the two size groups, the smaller composed of Reds which spent two winters in the sea, followed a year later by larger fish from the same brood year which spent three winters in the sea. In the Kvichak picture of 1952 the abundance of small fish appeared as it did in 1947"; at which point Dr. Thompson interrupted quickly: "You can draw your own conclusions from that. It is rather risky for us to forecast.

"There are two sizes of fish which appear in the commercial catch, according to whether they spent two or three winters in the sea. Each of these sizes returns in annual sequence in the order and presumably in the relative abundance they had when they left the lake.

"As a basis for forecast, the relative abundances vary with the part of the cycle, and with the river system. We cannot use this basis unless we sample the physical or biological environment rather than by catch and escapement. In other words: by physical factors — on the spawning grounds the smaller-size group, which escapes the fishery in large part.

"We build our system of possible forecast on proper sampling of catch and escapement, both, and upon the natural rhythmic variability that forms a part of the seemingly simple cycle of return."

INDICES TO RELATIVE ABUNDANCE IN 1951 AND 1952 OF THE YEARLING RED FINGERLING MIGRANTS IN THE WOOD RIVER LAKE SYSTEM

TEN DAY PERIOD	AVERAGE DAILY CATCH 9-11 P.M. FOR PERIOD		CUMULATIVE RATIOS
	1951	1952	1951 : 1952
1	163	4714	1 : 28 9
2	517	5509	1 : 14.6
3	336	4268	1 : 13 9
4	154	1229	1 : 12 8
5	27	782	1 : 13 3
6	2	190	1 : 13 5
FINAL AVERAGE	197	2669	1 : 13 5

Shattering the Doctrine Of Correlated Return

Passing to the Kodiak Island project, the Director pointed out that the problem partakes of the primary aspects of both Bristol Bay and Southeast Alaska, in that the runs are comprised of Reds and Pinks as well.

On Kodiak, as on Bristol Bay, the same succession of ages, based on periods spent in fresh and in salt water, is being explored as a possible basis for forecasting the Red salmon runs of the Kodiak district.

In the discussion of Pink salmon, attention again was directed particularly to the fresh water existence of the fish, Dr. Thompson introducing the subject with the doctrine-shattering declaration that *there is no short-term correlation between the catch and the escapement of the parent year and the catch and the escapement of the brood year, the second year following.*

"The life history of the Red salmon presents a possibility of forecasting the runs because the sections of the run are available for study in sequence, which can provide a basis for forecast. . . . But in Pinks we have a

in WIRE ROPE, too
the RIGHT KIND of muscle
makes the differenc

Endowed with highly specialized leg muscles, the kangaroo is able to make tremendous flying leaps—even with Junior perched in the rumble seat.

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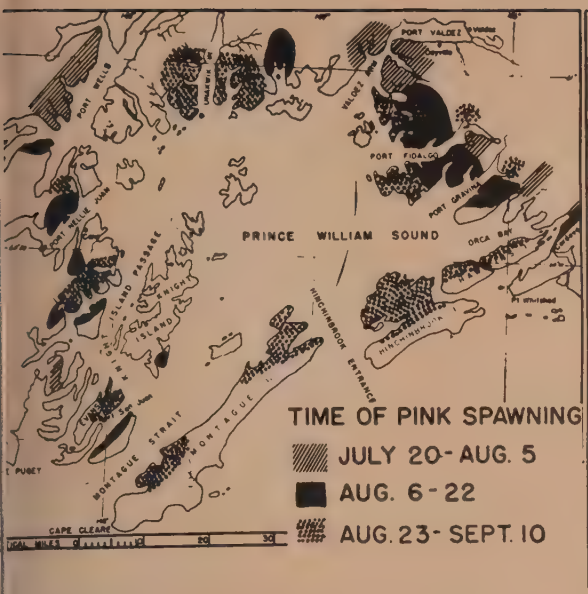
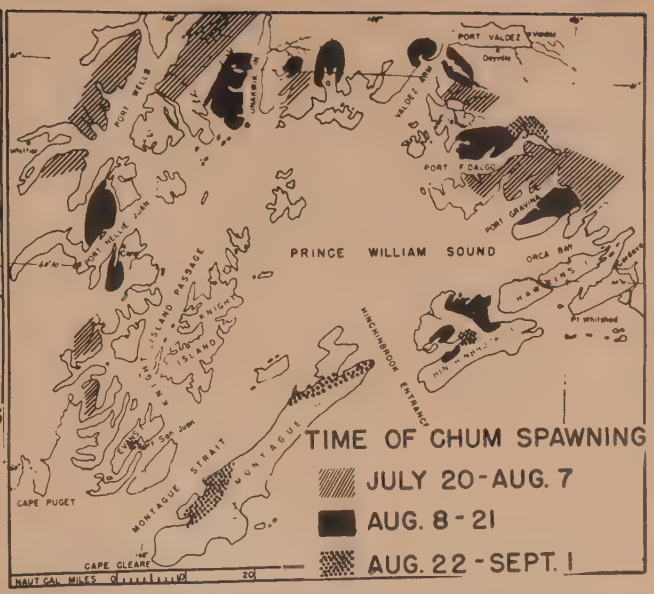
THE COLORADO FUEL AND IRON CORPORATION





h which is only two years old, which ves fresh water as soon as it emer- s from the gravel — and returns ly as an adult. Thus we have no cession of stages to offer a basis forecast.

"We have found that the escape- nt and the spawning are not the isive factors in the year-by-year ctations of the fishery that they ve been supposed to be. They have, course, every significance in the g-term trend of the fishery; but major fluctuations on which the jor interest of the Industry is fo- ed do not come from variations in escapement.

"These facts are evident from an alysis of our data:

First — Large escapement comes m years of large catches. The es- ement corresponds to the size of catch of the same year. The cor- ation is extremely close — large ch; large escapement.

Second — Contrary to past as- ptions, the catch and the escape- t of one year are not correlated er with the catch or with the es- ement of the second year there- r.

Third — There is if anything clos- correlation between the catch and escapement of one year and that he year immediately following — h which it can have no relationship tever — than with that of the d year, the second year following.

These facts alone indicate varia- s in abundance are controlled by something else: percentage sur- al.

Studies of the Canadians at linton Creek, and of the U. S. h and Wildlife Service at Little Walter show plainly that in es- ements of large size the percent- survival is low. In escapements of ll size the percentage survival is ger. True, the gross proceeds may greater from the low percentage ival of a big run than from a small run with its moderately high percentage survival.

"Even at these earliest fresh water stages the law of compensating variations in mortality comes into play to diminish, and ultimately almost extinguish, the correlation between escapement and return."

F.R.I. studies of the physical and biological factors influencing percentage survival of Pink salmon proceed along varied lines: water temperatures during the incubation period; stream levels during this time; elevation of beds used in intertidal spawning; salinity; predators; and the food of the migrating fry.

This latter phase of the research has produced findings reported on for the first time at the 1953 Research Conference:

"We observed in 1952 that the peak of abundance in the downstream migration of Pink fry occurred directly after the large 'bloom' of zooplankton (minute animal material) in the sea; and after the wane of the phytoplankton (vegetable material).

"It is quite possible that delicate timing of this kind is important to the survival of the young fish entering salt water. We *may* have our fingers on one of the causes of mortality."

Staff members of the Fisheries Research Institute participating in the investigations and in the preparations and presentation of data at the 1953 Research Conference included:

Director: Dr. W. F. Thompson.

Administrative Assistant: Allan C. Hartt.

Bristol Bay: Robert L. Burgner, project leader; Ole A. Mathisen, Swei Yen Koo, John R. Gilbert, Richard B. Thompson, Kenneth B. Kral, Ralph A. Clark, Rea Duncan.

Southeast Alaska: William L. Sheridan, John W. Martin, Robert R. French, Howard D. Smith, Julius Rockwell Jr., Clark S. Thompson.

Kodiak Island: Donald E. Bevan, project leader; Charles E. Walker.

Alaska Peninsula: Fredrik V. Thorsteinson, project leader.

Prince William Sound: Wallace H. Noerenberg, project leader.

Prince William Pinks Prefer Tide Spawning 2:1

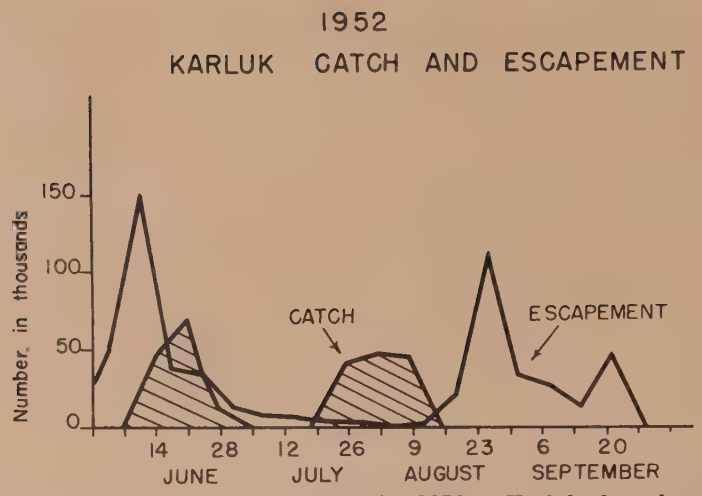
Although the Prince William Sound project of the F.R.I. was initiated only in 1952, and was quite limited in character, it produced some highly significant data.

Outstanding in this regard was the unusual importance of intertidal spawning in the Prince William Sound area; and that Chums as well as Pinks spawned in the tidal reaches.

Studies on Prince William Sound in 1952 indicated a ratio of 2 : 1 in favor of intertidal spawning over stream spawning. In the case of the Prince William Pinks it was found that most of the stream spawning was by very early-run fish; and that as the season progressed the intertidal spawning became more important.

It is noteworthy that not until the Fisheries Research Institute began its investigation in Southeast Alaska was the existence and significance of intertidal spawning detected or reported upon.

The Prince William Sound studies of 1952 also disclosed that, as far as was observed, the timing of the regional Pink run follows the same pat-



Catch-and-escapement polygons for 1952 at Karluk show how the catch takes virtually the entire middle-portion of the run—composed of the most productive fish—while the escapement is secured from the early-run eager-beavers and the late-run tail-enders.

tern as that of Southeast Alaska, being tied to stream temperatures and the accumulated degree-days required for incubation. Thus, early runs go to the cold streams, generally those of the mainland coast; while the warmer streams of the islands are the home of the late-run Pinks.

Freshet Damage Doubted

Freshet induced by the heavy rains of last September in Southeast Alaska did far less damage to deposited spawn and spawning gravels than was reported at the time, according to data presented by the F.R.I. staff.

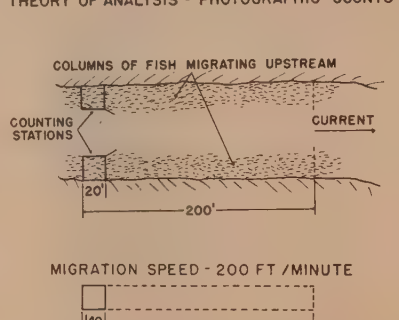
Studies of the downstream movement of painted rocks used by the F. R.I. to check the movement of stream beds showed that they had shifted but little; while instrument surveys of stream beds showed only a moderate amount of gravel deposition, and even less of scouring.

Damage from the 1952 freshet was rated "insignificant," save perhaps in the Tenakee section, where some streams appear to have suffered.

Photographic and Electronic Counting Methods Studied

Photographic, electric, and electronic means of improving upon both the weir and the stream surveyor method of ascertaining the escapement of spawners are being examined by the F.R.I. staff this winter and it anticipated that some scientific method will be put into the field next year in an effort to get an accurate quantitative assessment of the spawning escapement without great expense.

Dr. Thompson showed a sketch of one device under study, an automatic camera taking pictures at frequent intervals by means of stroboscopic lighting of the migrants passing a counting board. The data thus secured


THEORY OF ANALYSIS - PHOTOGRAPHIC COUNTS
COLUMNS OF FISH MIGRATING UPSTREAM
COUNTING STATIONS
CURRENT
20'
200'
MIGRATION SPEED - 200 FT./MINUTE
1/10
1 = LENGTH OF COLUMN PASSING IN ONE MINUTE
1/10 = LENGTH OF COLUMN IN ONE PICTURE
10 X NO. OF FISH IN PICTURE = TOTAL NO. IN COLUMN
MIGRATION SPEED - 100 FT./MINUTE
1/5
1 = LENGTH OF COLUMN PASSING IN ONE MINUTE
1/5 = LENGTH OF COLUMN IN ONE PICTURE
5 X NO. OF FISH IN PICTURE = TOTAL NO. IN COLUMN
VARIOUS MIGRATION SPEEDS DETERMINED BY SHORT, CONTINUOUS MOTION PICTURE RUNS

would be projected mathermatically give a continuous record. The meth would use the known fact that some points the migrants follow narrow path close along the sho and can be led through the cam field by means of a short fixed le which would not in any way imp or delay their movement.

Weirs' Validity Questioned

Weirs as a means of determin escapement for purposes of regulat came under the scientists' criti scrutiny, Dr. Thompson saying:

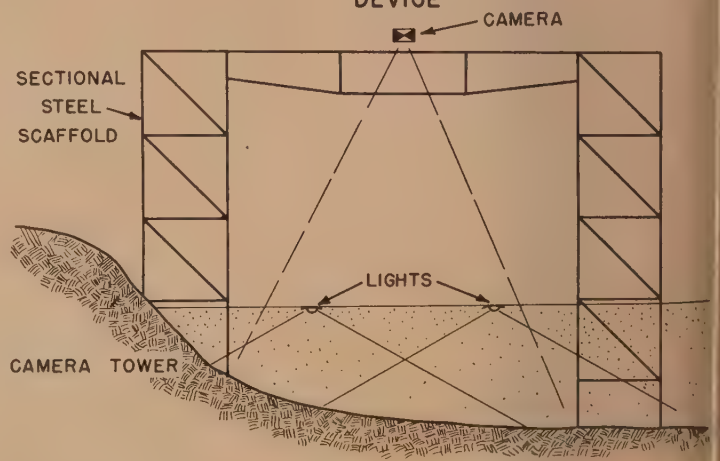
"Our tagging shows that very ferent percentages escape at early late stages of the season; and that volume of escapement for early fis no measure of the volume of the capement expected for the later, dependent sections of the run.

"We think that the whole basis the use of weirs for regulation ne thorough re-examination."

Net-Marked Salmon Effective as Spawners

One phase of the directly-applic studies of the F.R.I. presented at research conference had to do w the matter of net-marked fish their effectiveness as spawners. T point was raised at the Bristol regulatory hearings in the late s mer of 1952, and the staff was to gather a quantity of data bea on the subject.

Dr. Thompson reported: "We fo net-marked fish on the spawn grounds in as great abundance as t have been reported in the esc ment." His further data, supporte pictures of spawned-out net-mar salmon, indicated that the marks tained in escaping from the gill are not the cause of any signifi mortality. The net-marked fish fo on the spawning grounds had hea and then had died naturally follow the completion of spawning, and as result of the marking caused by nets.



Members of the advisory committee to the Pacific Oceanic Fishery Investigations meeting with staff members in Los Angeles in April. Reading from left: Dr. J. L. Kask, assistant director, U. S. Fish & Wildlife Service; Vernon Brock, director, division of Fish and Game, Honolulu; Dr. R. C. Miller, California Academy of Sciences; O. E. Sette, P.O.F.I. director; W. Wade Ambrose, chairman of the committee; Don L. McKernan, assistant director, P.O.F.I.; Malcolm McNaughton, president, Hawaii Tuna Packers, Ltd.; William Kanakanui, general manager, Honolulu Vessel Owners Association; Dr. Lionel A. Walford, chief, division of fishery biology, FAWS.

OFI Albacore Exploration Plan Wins Advisors' O.K.

tential Albacore resources ex- ng approximately 1,000 miles Hawaii in a northeasterly direc- to about midway from Honolulu attle, will be investigated early year by the Pacific Ocean Fish- nvestigations staff.

effort will be made in the near e to close the scientific gap be- equatorial tuna investigations he American West Coast fishery, ding to within 300 to 600 miles of the Galapagos Archipeligo.

ese additions to POFI's current explorations were endorsed by una Industry Advisory commit- fourth annual meeting with the ific staff, held at San Diego 7-8, under chairmanship of W. Ambrose. O. E. Sette, director, on L. McKernan, assistant direc- Honolulu, represented POFI.

committee approved and recom- ed coninuance of the present pro- which includes:

Equatorial Tuna. To complete the aphic survey and investigate er causes of variations in Yellow- tch in the rich zone near the or; to improve methods of long- to fish more gear from Ameri- pe vessels; and search for Skip- and small Yellowfin schools in quatorial region at the surface surface.

Artificial Bait. To continue testing dispersal methods at sea and effects of tuna attracants, already proved successful in pond tests.

3. Hawaiian Skipjack. To continue investigations by both hydrographic and biological methods on how to catch more Skipjack adjacent to Hawaii.

All phases of POFI's work were outlined by both Sette and McKernan, and supported by maps, graphs and motion pictures showing extent of the investigations and increased knowledge gained since last year's meeting at San Francisco.

Briefly these appeared to lead in the general direction of possible separate and distinct stocks of tuna, in the eastern, equatorial and western areas of the Pacific. Possibly, as Chairman Ambrose put it, "The various fish stocks may be like tribes of Indians that don't mix."

Longlining and other research operations had disclosed that along a 6,000-mile stretch of the Pacific the Yellowfin individually seem to grow larger, many taken being over 150 lbs. and not acceptable, mainly because of dark color, by canneries.

Experiments on tuna attracants at sea, although fairly conclusive in ponds on captive tuna, both from the standpoint of sight and taste, need further extensive work and the scientists believe final success will not be easily won.

Work on the semi-chartered San Pedro purse seiner, *Cavalieri* with longline fishing, disclosed the necessity for improving gear adaptable to American vessels and to materially increase the possible total number of hooks in operation daily and the average catch of tuna per 100 hooks.

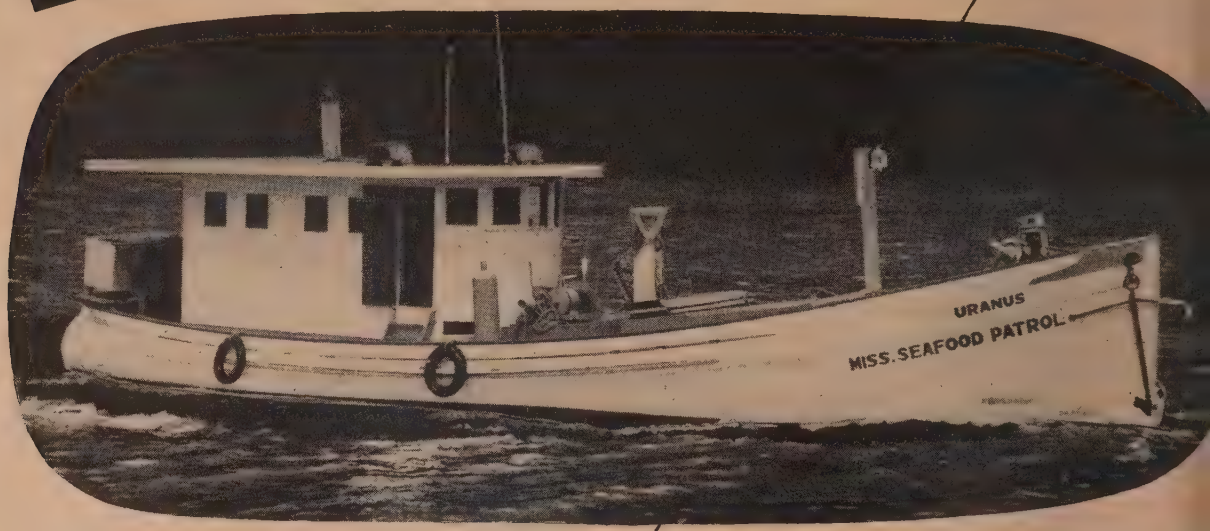
Analysis of radical differences of Yellowfin in various locations sampled during the past year, indicated that the West Coast variety differ widely from those of the Central Pacific while perhaps the latter are a differen stock from those further west toward Asia.

Regarding the known trans-Pacific Yellowfin distribution, the data collected to date in two-and-a-half years of POFI activity appears to indicate quite certainly that abundant Yellowfin stocks are to be found continuously across the Pacific from 120° W. to the Asiatic mainland.

The greatest concentration is found in the broad band south of Hawaii between 140° W. and 170° W. No catch records are available for the 1,500-mile stretch between 120° W. and the Galapagos, and the proposed extension of the equatorial tuna survey to the east is for the purpose of closing that gap.

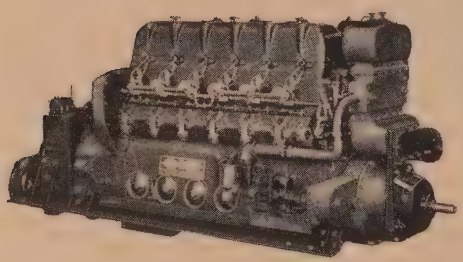
There is general approval for the projected January - February cruise into the north-easterly Albacore-scouting cruise. According to Mr. Sette it

P&H MARINE DIESEL 2-cycle...



gives Uranus

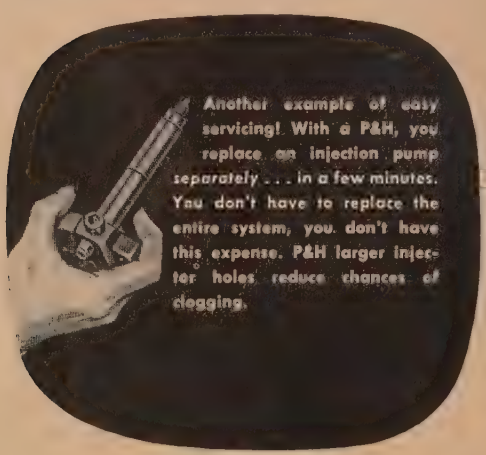
"NEW LEASE ON LIFE!"



P&H Marine Diesel, 6-cylinder, 138 h.p. Note its compact, space-saving size, its clean, well-ordered design.

That's what Capt. Emile De Silvey says of the P&H Mar Diesel that repowers the 54-foot "Uranus" of the Mississi Seafood Patrol.

> "The recently installed P&H Diesel Engine has given my vessel a new lease on life. We are often at sea as much as 7 days and I have found that the 138 continuous horsepower developed by our 6-cylinder P&H Diesel is ample to carry on the rugged duties of the Mississippi Conservation Dept.
>
> "It's indeed a fine engine and responds instantly to controls, making the job of skippering an easy one. I recommend P&H Diesels to the fishing industry everywhere.


Another example of easy servicing! With a P&H, you replace an injection pump separately . . . in a few minutes. You don't have to replace the entire system, you don't have this expense. P&H larger injector holes reduce chances of clogging.

Capt. De Silvey is a diesel expert in anybody's book. F years on the water bear this out. That's why he appreci P&H more advanced 2-cycle design—and what it means- surprising economy, in downright dependability, and in an e of maintenance never before attained in diesels.

Imagine this: If servicing is ever needed, you can replac complete P&H cylinder assembly in less than an hour! T "unitized" design gives you liner, head, piston and rod—al one lightweight, easy-to-handle, interchangeable unit. No n to even drop the pan! You do the job alone, anywhere. No l lay-ups with a P&H! You spend more time fishing and earn

Your P&H representative will give you all the facts.
Models from 20 to 138 horsepower, 2 to 6 cylinders.

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HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

ENGINE SALES & SERVICE
Los Angeles, Calif.

•

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.

•

PARKER DIESEL ENGINEERING
Oakland, Calif.

ossible that, at that time the Cali-
ia Fish & Game's research vessel,
3. *Scofield*, and the FAWS's *John*
Cobb may be similiarly engaged in
area.

mong those attending the two-day
ting, included two Hawaiian ad-
ry members, Malcolm McNaugh-
president, Hawaii Tuna Packers,
, and William Kanakanui, general
ager, Honolulu Vessels Owners
ociation.

lso present, Dr. J. L. Kask, assist-
ant director, FAWS., Washington; Dr. L. A. Wolford, biology chief, FAWS; Vernon Brock, director, Fish & Game, Honolulu; Dr. R. C. Miller, Academy of Sciences; Dr. M. B. Schaefer, director, Inter-American Tropical Tuna Commission and his staff, Rolf Juhl, Gerald V. Howard and Bell M. Shimada, among others.

After four years as chairman of the Tuna Industry Advisory Committee, Mr. Ambrose was succeeded, at his request, by Malcolm McNaughton.

irst-Quarter
una Imports Heavy

uthern California tuna canneries
received approximately 26,000
of raw tuna from January 1 to
ch 31, from all sources. Of this
5 tons or 21% was imported from
n and Peru. While the 26,000 tons
s a considerable gross increase
the initial three months of 1952,
the imports that make the dif-
ce.

March 31 last year Southern Cal-
ia plants had received, in round
es, 20,000 tons in the raw. Of this
tle less than 2,000 tons was im-
d. This year, the imports had
ed 5,555 tons, thus reducing the
estic catch to 20,500 tons.

cause of vastly changed condi-
prevailing this year against last,
considerable restrictions were in
on sailings, the 26,000-ton figure
dicative of very poor fishing for
domestic fleets from Mexico to
. Actually, a fleet of 225 tuna
ers and three-score purse seiners
failed to produce a million cases
hree months' operations.

is year there were no wraps on
leets at all; in fact canners' in-
sailings schedules and the Ameri-
unaboat Cooperative compulsory
to prevent excessive delivery of
ge, were all "out the window,"
apparently would be during 1953.

e purse seine fleet appeared to be
a little better than bait boats.
arch 48 seiners had cleared for
co and 10 for Central and South
ica. By the end of March, 13
returned from Mexico and three
the southern banks. The latter
Dolores M., Wesern Fisher and
ha Ann. Deliveries for the net
ls in March amounted to around
tons.

Tuna clippers arriving at both Los
les and San Diego habors during
h unloaded 5,300 tons. Hook-and-liners reporting totalled 46. Combined imports during March were 4,000 tons, most of it being Albacore from Japan.

Although a little early as yet, the small boat fleet in Southern California was getting ready for he Albacore season and, because of unusually warm ocean temperatures, anticipated a good season.

Only one scratch catch of Bluefin was reported, that of nine tons from Mexican waters. Returning purse seiners, mainly with Yellowfin, reported no sign of Bluefin in vicinity of the favored spot, Guadalupe Island.

Failure of the hook-and-line fleet to load up with fish was unexplained. There is no shortage of tuna at the banks, but fish were disinclined to bite. Ten years ago similar conditions prevailed during the early months but finally cleared up and good fishing was resumed.

Bait restrictions imposed by Ecuador and Panama haven't helped the situation. Ecuador has barred all bait-seining in her territorial waters except, of course, the "area of vigilance" around the Galapagos Islands.

Japanese Oyster Seed Arrives in Willapa Harbor

The Washington Mail delivered the season's first shipment of oyster seed from Japan to Raymond March 17, unloading 17,000 cases for the Pacific Coast Oyster Growers Association. Additional shipments of seed for association members, for the Coast Oyster company, E. H. Bendiksen Oyster company and other large independents, were expected to bring the total importation of seed to Willapa Harbor to about 43,000 cases this spring. In three years, it is estimated, Willapa Harbor oystermen will harvest about 1,200,000 gallons of adult oysters from the shipments.

Latin-America Tuna Problems Are Negotiated

Three Southern California fisheries officials this spring accompanied William Herrington, U. S. State Dept., to Quito, Ecuador, for meetings with that government on fisheries problems. These men were Harold F. Cary, geenral manager, American Tunaboat Association, San Diego; John Real, general manager, Fishermen's Cooperative Association, San Pedro, and Donald Loker, French Sardine Company, and member of the executive committee, Pacific Fisheries Conference.

The fisheries talks were arranged by the State Department after several seizures by Ecudaor of U. S. fishing vessels and the closing of the Gulf of Guayaquil to all foreign fishing and bait-seining. The Southern Californians, all thoroughly conversant with the problem went along as advisors.

Meanwhile Dr. W. M. Chapman, director of research for the A.T.A. had been in Panama several weeks in an effort to straighten out bait-taking problems with the Panamanian government. On March 9, Panama announced that, hereafter, purchase of fuel and lubricants, incident to issuing of bait-fishing licenses in the Gulf of Panama would not be required. Only purchase of supplies and obligation to make small repairs at Balboa are now necessary.

In spite of strenuous efforts however, A.T.A. officials have not succeeded in getting Panama to reduce the cost of bait licenses, which were materially increased in February.

Tuna clippers from 10 to 150 tons net register will have to continue paying $1515-$2250 for licenses, according to size; vessels from 150 to 200 tons net pay $3015, and $15 for each additional ton.

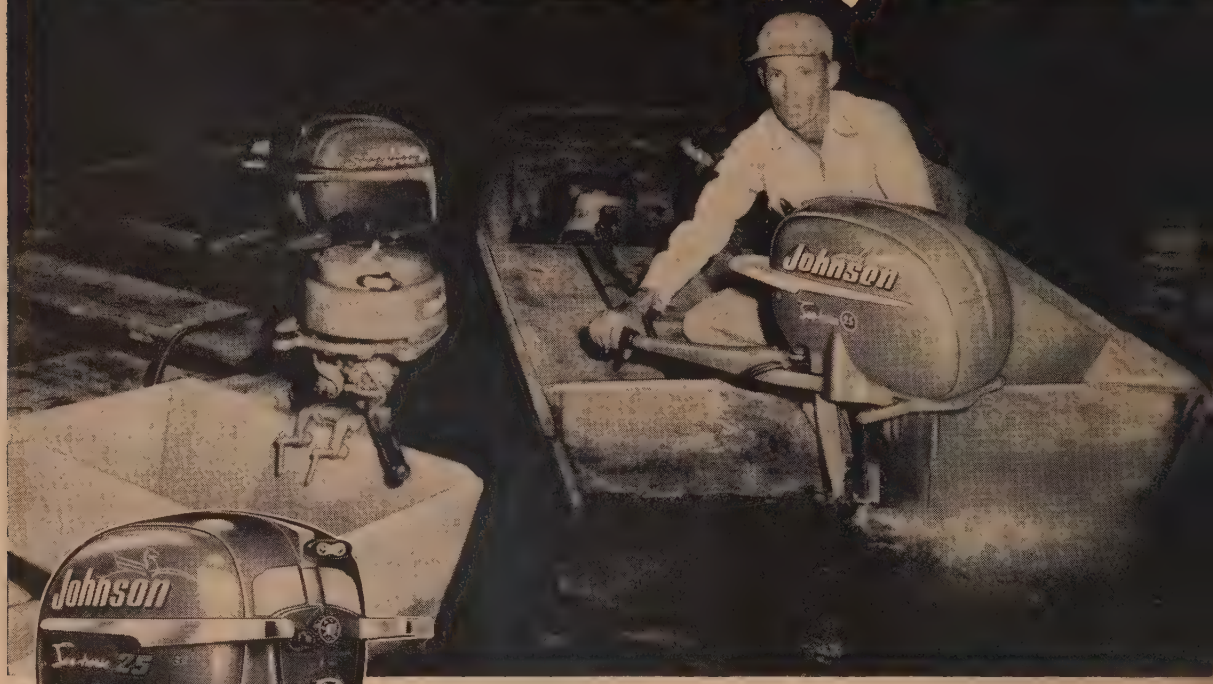
Zellerbach Named Director Of California Packing

J. D. Zellerbach, president of the Crown Zellerbach Corporation, this spring was elected a director of the California Packing Corporation. Mr. Zellerbach has a number of interests closely connected with the fishing industry. For example, he is chairman of the Board of Fibreboard Products Incorporated, producer of fibre cases of all kinds and of frozen food containers.

One of the divisions of the Crown Zellerbach Corporation is the Western Waxed Paper Division, a leading supplier of wrapping materials for frozen seafoods.

Now, through his directorship in the California Packing Corporation, with its subsidiary Alaska Packers Association, Mr. Zellerbach has even closer connection with the fish packing business, with interests all the way from Bristol Bay to Southern California.

"I wouldn't have any other!"



Catfisherman, James Jackson, has fished commercially on Pearl River (La. & Miss.) for 15 years. He knows outboards—he chooses Johnson!

JOHNSON SEA-HORSE 25
25 hp. With Gear Shift. Mile-Master Fuel System. Twist-Grip Speed Control. 98 lbs! And only . . . **$390.00***

"It's Johnson outboard motors for me—for *profitable* fishin says Fisherman Jackson. "I wouldn't have any other!"

Here's how Sea-Horses help to make commercial fish *profitable:* They're *economical*—to buy, to install, to oper to service. They're *portable*—easy to carry, to stow, to tran from boat to boat.

They give unbelievable *maneuverability* to your outbo hull. Run in shallows and obstructed waters. Beach anywhe And they *are* DEPENDable. These husky "work horses" yours for years of sweet performance.

See your Johnson Dealer. Ask him how Sea-Horses can applied to your fishing job. Look for his name under "O board Motors" in your classified phone book.

FREE! Write for catalog which describes the 4 great Sea-Horses for '53—from 3 hp to 25 hp.*

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**OBC Certified brake hp at 4000 rpm. Price f.o.b. factory, subject to change. Weight is approximate.*

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SEA-HORSES
FOR DEPENDABILITY

PACIFIC Fisherman's NEWS

MAY 1953

ACIFIC TRAWL SHERY FEELS MPORTS' BITE

awl operations all along the Pa- Coast were rather closely cur- d through the spring months as lt of market weakness in fillets of orts.

is evidently stemmed essentially the volume of imports, plus the istent North Atlantic production lting from the unusually open er and spring experienced by the ntic fishing fleets.

ith good quality imported cod s known to have sold in large me — at least half-a-million ds at a crack — for as little as per lb., wholesale, it has been ex- ely hard for any fillet packers to ate profitably.

e halibut market fell apart with ring sound right in the middle of , and that threw fear into the folks as well as the halibut rs.

e result was tied-up draggers in orts; and not much prospect of ations in the face of imports in ne beyond any previous experi-

dumbia River Trawl on Elects Peldo

er Peldo was elected president of storia Otter Trawlers Union re- , with Eben Parker as vice presi- Paul Graves was re-elected sec- -treasurer; and the following elected to the executive board: ie Salisbury, Arthur L. Ander- Victor Hubbard, and Ed Lund-

s Buying Firm rs Astoria Field

new fish-buying firm entered ess at Astoria this spring with corporation of the Astoria Sea- o. by James F. Kindred, Arthur nson, Peter N. Thompson, and n F. Loffink.

dred has been buying fish at ia for some time; Thompson op- a retail fish business in As- and Anderson is the operator dragger *Kincheloe*.

New Channel Dredged At Westport

The Port of Grays Harbor dredge, *Robert Gray*, began work early in March on a new alternate channel around the end of the most easterly breakwater at Westport. The work, authorized by army engineers, will replace the former passage between breakwaters A and B, heavily shoaled during winter storms.

The channel is to have a 16' depth over a width of 110'.

Port commissioners also placed an order for 110,000 board feet of lumber to be used in rebuilding the Westhaven dock, exclusive of piling, when the 1953 fishing season ends.

An annual report, presented to commissioners by W. J. Murphy, revealed that in 1952 the port constructed more than 1,600' of two-step bulkhead at Westhaven, filled 17 acres of industrial-commercial site, and improved three-fourths of a mile of water line.

Crab Boat Owners Form Association

A group of San Francisco crab boat owners has formed the Crab Boat Owners Association.

Offices have been opened on Fishermen's Wharf, adjacent to the Shore Line Diesel Maintenance shops. President is Tom D'Angelo, skipper of the *Lou Ann;* vice-president, Joe Catolica, *St. John Bosco;* secretary, A. Barbera, *Faith;* and treasurer, Mike LaTorre, skipper of a numbered boat.

The association now has about 100 members and officials hope to enroll about 150 boat owners, which would be of the San Francisco crab fleet.

Purpose of the organization is the betterment of the crab fishing industry.

ABALONE DIVER'S AIR LINE PARTS

Perhaps many an abalone diver has his moments of great doubt as he dons his diving gear and prepares to descend to the rocks to which the abalone clings in California waters. Burle (Bud) Catlin of Newport Beach, Calif. is a diver for whom such a premonition of death unfortunately came true. He died March 27 when his air line parted while he was diving from his boat *Onley* off San Clemente Island's Pyramid Cove.

New Wash. Law Fixes Trollers' Fee

Offshore salmon fishing vessels landings Chinook or Silver salmon in Washington hereafter will pay a deliver permit fee of $10 for the vessel, plus $10 for each member of the crew, including the operator. This is perhaps the most important law directly affecting fisheries to come from the legislature.

This was the answer of the Washington legislature to the resistance raised by some salmon trollers to payment of licenses. Fishermen who have taken out licenses for fishing inshore waters are exempt from paying the delivery permit fee in case they decide to operate at sea.

The same law established seasons when it will be lawful to land Chinook or Silver salmon in the state. These run from March 15 through October 31 for Chinooks, and June 15 through October 31 for Silvers.

Senate bill 234, which established the fee, stated in a public policy preamble relative to the necessity for state regulation of the offshore fishery, that "the preservation of the salmon industry and salmon resources of the state is vital to the state's economy, and effective remedies and measures are necessary to prevent loss of such resources due to the taking of immature fish in the state's coastal and offshore waters."

Salmon landed by trollers from waters outside state jurisdiction will continue to pay the 2% privilege tax, collectible from the first receiver of the fish in the state, but will not pay the catch tax. Fish caught inside state waters are subject to the catch tax of 2%, payable by the fisherman, and also to the 2% privilege tax, payable by the first receiver.

S. F. Boat Builder Sells

Joe Beviaqua, senior partner in the Genoa Boat Works, Fishermen's Wharf, San Francisco, has sold his interest to Edgar Parovel, his partner for the past six years.

The Genoa Boat Works is the last remaining firm of the kind at Fishermen's Wharf. It was founded in 1904 by Joe's father, John "Baccia" Beviaqua, and for many years, Joe and his brother and father managed the business.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Delo Oils

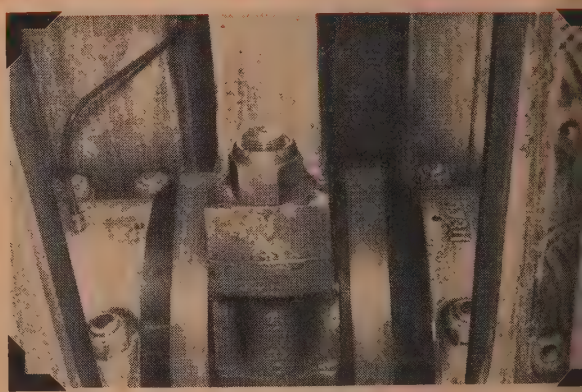
UNIT 640 H.P. dry sump diesel

SERVICE Tuna fishing - long cruise

CONDITIONS Constant load operation - high temperature

BOAT M.V. May Queen San Diego, Calif.

Ring and deposit trouble stopped by engine-cleaning oi



WHEN RPM DELO SPECIAL LUBRICATING OIL replaced a competitive oil in the main engine of the M. V. May Queen, ring sticking was quickly eliminated. RPM DELO Special also removed heavy carbon and lacquer deposits resulting from use of the other oil, saving needless overhaul expense. Note cleanliness crankcase in photo above, which shows its cond tion immediately after completing a 78-day fishi trip. This engine works under a constant load anywhere from twelve to fifteen hours per da

M. V. MAY QUEEN is 121 feet long, with a 28-foot beam. She fishes off California and South America, sometimes for 70 or 80 days at a time. Her 640 H.P. engine gets a real workout in the heavy seas and tropical storms. Plane on stern is used for spotting fish.

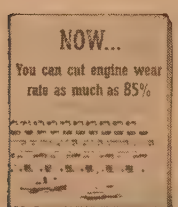
JOAQUIN MEDINA, Chief Engineer of the May Queen, says, "RPM DELO is a perfect oil for our diesels. We've gone three years now without an overhaul. And our engines are so clean that we'll probably go at least three more before we overhaul again."

How RPM DELO Oils keep engines clean and prevent wear

A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



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STANDARD OIL COMPANY OF CALIFORNIA

Pacific Fisherman's NEWS
ay, 1953 Volume 51, Number 6

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ke Sarunich has put a new General rs 6-110 diesel into his dragger and r **Theresa S.** The new installation was by Evans Engine & Equipment pany.

Court Order Nails "Employee" Claim; Holds Union Conspired

Contention that fishermen selling their catch are "employees" of the buyers of the fish was spiked in a legal decision formally filed recently by Judge Howard K. Zimmerman of Astoria, amplifying the memorandum opinion which last summer enjoined the Columbia River Fishermen's Protective Union from picketing the Columbia River Packers Association.

Crux of the decision, which follows closely the legal line laid down for years by tribunals ranging up to the Supreme Court of the United States, was this:

"Each of the defendants is an independent businessman and not in any respect an employee of the plaintiff."

This flat finding was followed-up by another:

"Members of the Columbia River Fishermen's Protective Union entered into a plan, scheme and conspiracy to prevent the plaintiff from receiving, purchasing and processing fish and fish products, and from shipping and transporting the same."

As his is a state court, and the Sherman Act was not involved, Judge Zimmerman did not comment on the anti-trust aspects of the case, but the implication is plain.

Having found that the Columbia River Fishermen's Protective Union is in fact a voluntary association of businessmen engaged in the catching of fish for commercial purposes, that its members are not in any respect employes, and that they had conspired to prevent the Columbia River Packers Association from engaging in legal business, the court granted a permanent injunction against the union in these words:

"Members of the Columbia River Fishermen's Protective Union . . . are forever enjoined and restrained from in any manner, directly or indirectly, establishing or maintaining, or causing to be established or maintained, any pickets or patrols or picket lines, or the placing or carrying of any banners or placards, or other posting of any signs, about or near the plaintiff's place of business or properties wherever situated, and from inducing and persuading, or attempting to induce or persuade, by any means whatsoever, any person or persons from entering plaintiff's places of business wherever situated, or in any manner unlawfully interfering with the plaintiff's conduct and operation of its business."

Harbor Project Planned For Chinook

Authorization by Congress for a $196,000 harbor project at Chinook next year is probable, Congressman Russell V. Mack has announced.

Mack said the project calls for a channel 10′ in depth and 660′ long from Sand Island to Chinook, with widths ranging from 275 to 500′, and will involve reconstruction of part of the present breakwater and an extension. Permanent maintenance funds of $8,000 a year would be included in the authorization, Mack said.

He reported that the Corps of Engineers has approved the project and the Bureau of the Budget has no objection, thus opening the way for including the project in the next rivers and harbors authorization and appropriations bill.

TANAMI NOW BAIT HAULER

The Nordberg-powered *Tanami*, owned by Lawrence Vernand of Los Angeles, which has for many years fished Albacore and mackerel, will be the bait hauler for the Redondo Beach Pleasure Fishing Co. this season.

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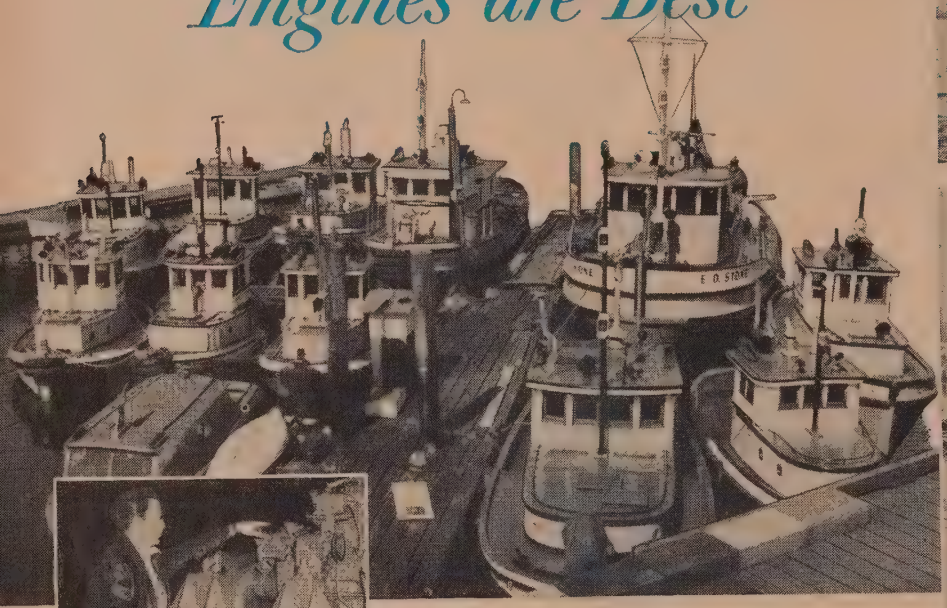
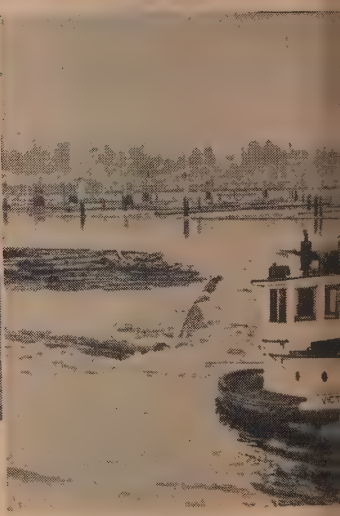
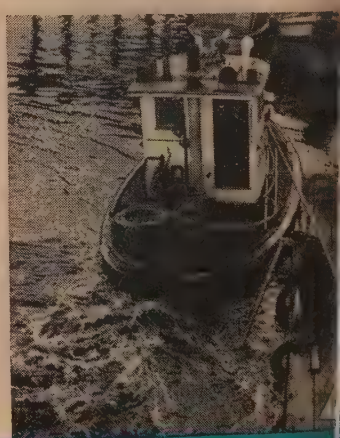


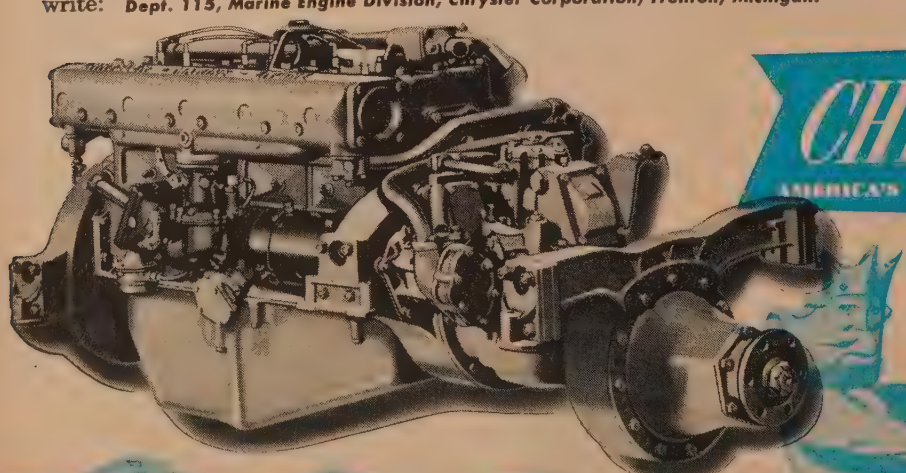




Towing log booms, screw dredging, berthing ocean freighters . . . it's all in a good day's work for the Stone Brothers Fleet in Port Alberni, British Columbia. Their twelve boats range from 21-foot boom tugs to 60-foot deep sea tow tugs and all are kept busy on a year-round schedule.

In 1947, Stone Brothers installed their first Chrysler Marine Engine. Today six of the boats are powered with Chrysler engines: two with Chrysler Royals, two with Chrysler Crowns and two with Chrysler Majestics. Before long the entire harbor fleet will be Chrysler-powered, because as Doug Stone (left), vice president says, "We've kept accurate records of our costs and we've found that the Chrysler Engines in our harbor fleet cost less to operate and maintain. We've also found that the Chrysler Engines give the kind of service you can depend upon, even on our tough schedule. *If it's work you want done, Chrysler Engines are best.*"

The Stone Fleet operation is typical of the kind of performance records being established wherever you find Chrysler Marine Engines. Your nearest Chrysler Marine Engine Dealer will be glad to check your requirements or if you prefer, write: **Dept. 115, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.**



CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

SAN DIEGO BITE-SIZE ITEMS

ONY MADRUGA has resigned his ition as assistant to Harold F. y, general manager of the Ameri- Tunaboat Ass'n . . . A Monel tail- ft — 20 feet long and 6" in diam- — has been installed on the *Sonia*. npbell Machine Co. also added a .D. Goodrich Cutless Rubber bear- to the clipper . . . Manuel Chula the *American Boy* at sea after ensive repairs to the boat . . . Dave npbell, brother and partner of rge Campbell, has been ill for a th or more — an illness that has t him away from the yard for the t time in many years . . . eolinda, which used to be *Van- a*, recently stranded on the Mexi- coast, has been repaired and is in at Sea. August DeSilva left the umbus to take over the *Deolinda*, which he is part owner . . . Joe Soares, owner of the *Explorer*, has put a Sperry Magnetic Compass pilot aboard his boat, with remote control. Dexter Hayhurst, Sperry's San Diego manager, sold the set and supervised the installation . . . Joe's brother, Eddie, recently added a "sunshade" to his clipper, *Sun Victoria* — the wood awnings were built around the pilothouse, extending over the wings . . .

ABILIO "BILL" MAGELLAN has gone to sea as skipper of the *Irene S*, owned by Van Camp. Bill Junior has the family's *Anna M.* . . . A Raytheon Model S-8 radar has been installed on the *Irene S.* . . . Pacific Towboat's *Kanak* towed the *Sun Voyager* to San Diego after a breakdown on the southern banks . . . *Western Ace*, recently put into service as a clipper by Western Boat Building Co., now has a Sperry Gyroscope, 14, with electric-mechanical steering, operating with No. 2 engine. Ralph McCabe is skipper of the big clipper . . . Augustino Zollezzi has relieved Eddie Ghio as assistant port captain under Bill Hall, Van Camp Sea Food Co. Eddie has been seriously ill . . . Joe DeSouza has left the employ of Nuttall-Styris, marine supply store in San Diego.

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Chrysler Marine Engines
SALES - INSTALLATION - SERVICE
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KETTENBURG BOAT WORKS
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Donald Morgan's Death Felt Along Entire Coast

The Pacific fisheries lost a notable figure early this year in the sudden death of Capt. Donald Morgan, who was known from Alaska to Peru as an active and capable fisherman. He had been in the tuna fishery for 26 years.

Capt. Morgan died of a heart attack at the age of 53 and was buried in Puntarenas, Costa Rica. He leaves a widow, Marie, and a daughter, Donna.

Tuna vessels in which Capt. Morgan had been interested were the *Chicken of the Sea* and *Donna M.*

JUNEAU MARINE CHANGES HANDS

A Juneau boat works and marine railway changed hands in March when Jack Warner sold Juneau Marine to Carl Jensen.

Jensen is a native-born Alaskan and well-known in fishing and boating circles.

Warner, with a partner, established Juneau Marine in 1946.

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THE NATIONAL SUPPLY COMPANY
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meet your new power requirements, and service your present engine uipment, the Engine Division of National Supply maintains sales and vice facilities all along the coast from Portland to Ketchikan. These dern maintenance and overhaul facilities assure you of maximum iciency and power from your marine engines.

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE

h Seas Salmon earch Is Ordered

search on Alaska salmon in the ore areas of the Bering Sea will onducted this summer by the and Wildlife Service. This work involve catching and tagging of on in waters north and south of leutian Islands in an area cen- at 175° west longitude.

e program calls for the research- o determine if there is an area termingling between American Asian stocks of salmon; and, if s so, to define the area of inter- ling. In addition to tagging the ore salmon, other data of a sci- nature will be gathered.

important part of the project be the development of suitable g gear to catch salmon on the seas in conditions suitable for ng. Catching the salmon has assigned to the Fish and Wildlife *John N. Cobb,* which is expect- leave Seattle in mid-May and fishing operations near the first ne. The operation will probably ue through July. The project is t of the preliminary salmon re- begun last summer in anticipa- f implementation of the Inter- al Convention for the High Seas e North Pacific Ocean. The States, Canada, and Japan signatories of the convention, established the meridian of West longitude as the provisional demarcation between salmon of ican and Asiatic origin. Both and Canada have agreed to n from fishing for salmon east s line in the Bering Sea.

water Trawls

-water trawls seem to be devel- a growing interest with fisher- nd fishery-research workers. In e, the use of a two-boat mid- trawl has found considerable s in the herring and pilchard es; however, it has not been by Pacific Coast fishermen. ly the only mid-water trawl in this coast is the *Isaccs-Kidd* which is a net of special de- ttached to a wide V-shaped div- ne. The vane keeps the mouth of the net open and maintains the net at the desired depth. The net, which has worked successfully to 2,000 fathoms, has been used for scientific purposes, but could possibly be developed for commercial fishing.

A more promising mid-water trawl for commercial use has recently been developed by a Swedish scientist, Dr. Larssoa. This trawl, called the *Phantom Pelagic Trawl,* utilizes floating wing doors to spread the net. The wing doors are shaped like an airplane wing and are said to give twice the shearing effect of ordinary trawl doors of the same area. The wing doors make possible a one-boat floating trawl, which can be fished at any depth between the surface and the bottom. This net may have possibilities in the other trawl fishery, as rough bottom conditions rule out the use of standard trawl gear.

B. C. Herring Studies

A survey of the herring spawning grounds along the British Columbia Coast showed the 1952 spawning to be the smallest in recent years. The length of coastline surveyed with spawning deposition was 22.2% less than in 1951. However, the decrease in spawn deposition does not necessarily give rise to a year class of low abundance. The Fisheries Research Board of Canada reports that in past years spawning deposition of similar amounts to that reported for 1952 have resulted in both highly productive and poorly productive year classes. They point out that it has not been the amount of spawn that determines the abundance of the year class, but the survival of the young during their early life period.

Jet Engines for Fishermen

A new light, high-powered, jet engine marketed as the "Hydrojet" was recently introduced by the Kermath Manufacturing Company. The jet engine was found to be suitable for small fishing boats. In larger fishing vessels a feature of this new jet engine is the complete absence of moving parts under the water—no propeller, drive shaft, clutch, reverse gears, or stuffing box. The moving parts have been replaced with a high propulsion unit which takes in outside water and discharges it near the stern in a high-speed jet stream. Moving parts of the engine are all situated within the boat, making maintenance an easy job. The "Hydrojet" has caused considerable discussion among trollers, as the absence of moving parts under the water would be a desirable feature in this fishery. The jet even eliminates the use of a rudder and is said to be highly maneuverable with its jet propulsion. It remains now for some progressive troller to give the engine a try on the Pacific Coast.

New Type Barrel

A new type barrel, which is 100% airtight and watertight has been invented by Johannes Thaule of Norway. The cylinder-shaped barrel is constructed according to a patented method, which cuts labor costs considerably. Composition staves are fastened to a specially designed cylinder and are fused under great hydraulic pressure. The barrels—made of "fibonitt," a composition of wallboard and plastic—are now in production by a Swedish factory. The barrels are low cost and are said to be ideally suited for salted herring because they save from 20 to 30% of the required brine. Wooden barrels may absorb quite a few pounds of the salt solution.

Fish on TV

Fish and marine life seem to be popular subjects for television producers. A number of programs have been televised regarding marine life and fisheries activities. Ship-to-shore television pictures of the sea bottom 100 feet below the surface were shown in England some months ago and have recently been produced on the West Coast. The pictures of ship operations as far as 16 miles to sea are seen clearly in the home. A San Francisco station, KGO-TV presents a weekly program called "Science in Action." This program, which is devoted to scientific subjects, has used fish as its main topic in the past and will feature fishery research programs in the future. "Science in Action" is directed by Dr. Earl Harold of the Steinhart Aquarium.

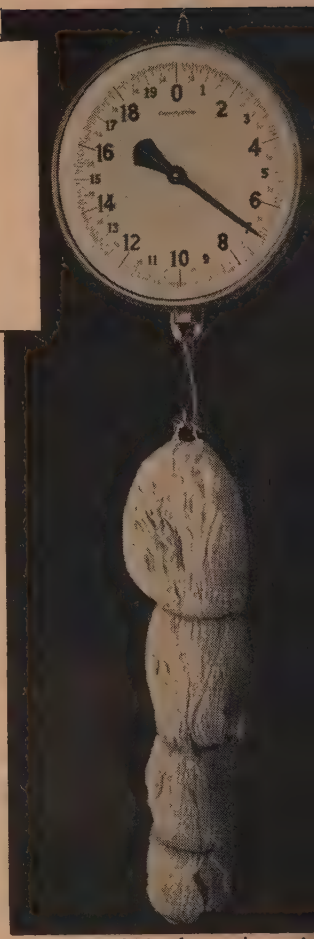
NYLOCK after submersion

THE CAMERA TELLS THE STORY...

NETS MADE FROM NYLOCK®

NYLON TWINE WEIGH LESS

because they absorb LESS WATER



COTTON after submersio

The scales photographed above are weighing NYLOCK Nylon netting and cotton netting after both were submerged in water.

HERE'S THE RESULT!

Nylock (dry)—Weighed 3 lbs. Nylock (wet)—Weighed 4.6 lbs.
Cotton (dry)—Weighed 3 lbs. Cotton (wet)—Weighed 7 lbs.

The camera tells the story! Cotton absorbed enough water to increase its weight 133%! NYLOCK Nylon (when wet) only increased 53%! Think of the tremendous saving this means in YOUR money, time and labor!

In addition—Nets made from NYLOCK *Nylon Twine give you all these advantages:*

- **BIGGER CATCH**—up to 50% more fish.
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- **NO DRYING**—Nylock nets can be used continuously—one net does the work of three.
- **NEEDS NO PRESERVATIVE**—Practically no cleaning or mend saves time, money, labor.
- **MINIMUM KNOT SLIPPAGE**—no excess stretch.
- **MAINTAINS ELASTICITY** without permanent stretch—fish cannot wriggle free.
- **MAKES MENDING MUCH EASIER** to enable fishermen to tie that remain really tight!

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* U. S. PATENT NO. 2590

rch Sees Anchovy nning at Santa Cruz

ıe Santa Cruz cannery at Moss ling had a couple of weeks of y canning operations during the th of March. "Beautiful" ancho- were delivered as the Monterey e seiner *Sea Queen* captained by Ferrante and a fleet of smaller a Cruz boats brought in pay s. Nardo Olivieri of the *Three Sis-* John Bassano of the *Lou Denny ne,* Joe Cardinalli of the *Sal-Boy* Antonio Ghio of the *Tommy Boy,* d their catches off the sandhills ajaro. Cannery wheels were hum- ; and women worked far into ights getting fish into cans.

LATE WINTER CRABBING POOR

Crabbing operations out of Humbolt Bay were reported considerably below normal for the month of March, reflecting a trend that had been in effect since early in the year.

Boats working close off Humbolt Bay, in long favored and lucrative crabbing grounds, found the picking pretty poor during both February and March, after a strong opening in early January. As a consequence, many craft were ranging southward toward Fort Bragg, where operations were reported somewhat better, while a number of boats left for Oregon Coast ports pending improvement of the California situation. Among vessels transferring to Coos Bay, were the *General Pershing,* the *Lila M.,* the *Rogue* and the *Maurine.*

Bottom fishing continued fairly active, except for interruptions occasioned by early spring storms, while the recent voluntary reduction in prices to dealers, by the Fishermen's Marketing Association, was expected to spur production.

Davi on His Own

Joe Davi, for many years manager of the Consolidated Fisheries, Inc., receiving station at Pittsburg, Calif., has gone into business for himself, under the name of Pittsburg Fisheries.

Joe will buy shad and salmon during the season.

CUT YOUR HULL MAINTENANCE COSTS!

Trevarno Glass Boat Fabric Protects Hull Surfaces Against

water logging **scuffing, leakage**
marine growths **rot, worms**

LESS TIME OUT OF WATER

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Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

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All-mechanical for throttles, clutches and governors — these Mathers Remote Controls—designed for easy installation and positive action. Captain George Hamilton, Jr., of the purse seiner "Janice", built in Seattle by George Jacobsen, operates in Alaskan waters. His two-station control set-up assures finger-tip action in both upper and lower pilot houses.

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"...it's the BEST for boats of the Tuna Fishing Fleet."

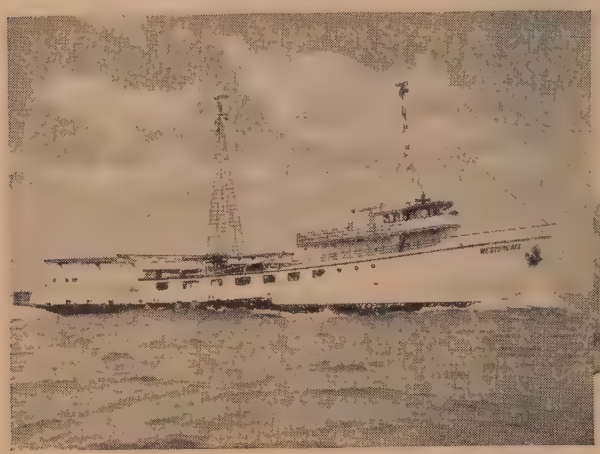
SAYS RALPH McCABE, CAPTAIN, THE WESTERN ACE

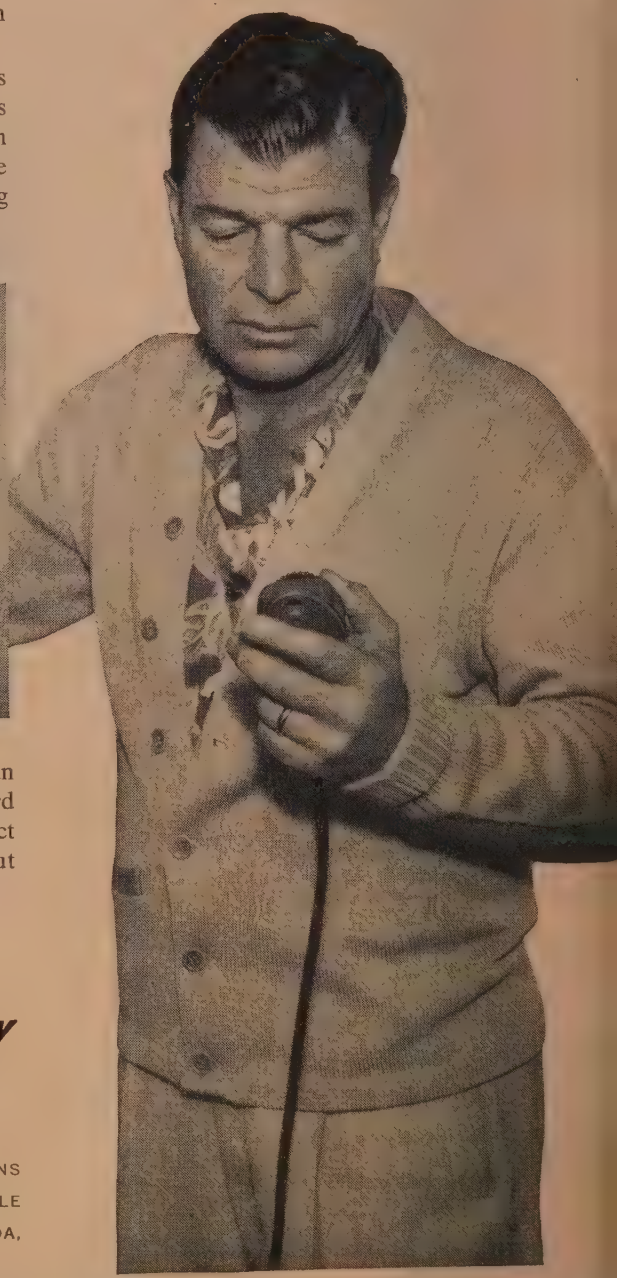
Like every captain and owner concerned with cutting operating costs to the bone, Captain McCabe is thoroughly "sold" on the Sperry Magnetic Compass Pilot. "From my many years of experience on both naval and commercial vessels, I sincerely believe the Magnetic Compass Pilot to be the BEST for boats in the Tuna Fishing Fleet. The Western Ace is the second fishing boat on which I have had the pleasure of having this dependable automatic steering equipment. I certainly recommend this pilot to all boats of this type."

Strong praise? Certainly, but this is what prompts it:

■ When the Western Ace heads for the fishing grounds, no miles are wasted in getting there. The Magnetic Compass Pilot holds a true course *automatically* — through the roughest weather and more accurately than a human helmsman. Both time and fuel are saved.

■ And *at* the fishing grounds, the Magnetic Compass Pilot provides additional saving—by freeing more hands for fishing. With the portable remote controller Captain McCabe can set or change course swiftly from vantage points outside the wheelhouse while directing fishing operations.





■ If you'd like to know more about the savings you can expect from a Sperry Magnetic Compass Pilot aboard your fishing vessel, drop a line to our nearest District Office. You'll receive detailed information without obligation.

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shing Resort Men eek Sound Closure ave to Sportsmen

esort owners of southern Puget nd waters in April launched an ck upon the fisheries of the state, eatening to sponsor an initiative sure which would close all waters Puget Sound inside the "77 line" commercial salmon fishing. This ld involve closure of the fisheries ve a line drawn from Dungeness to Point Partridge.

Sponsors of the plan to a large degree are owner of resorts who make a commercial business out of salmon fishing by renting boats and selling supplies to fishermen. (One of the principal items of income for such resorts is the sale of herring for bait. The going resort price for herring yields $750 per ton to the operator.)

Not all of the Puget Sound resort owners are involved in the movement, those from the northerly part of the Sound having disclaimed any connection.

There is at least some reason to believe that persons interested silently in fishing resorts and in the sale of real estate adjacent to them are actively espousing the proposal.

FLOOD LIGHTS FOR TOKELAND

L. D. Williams, Jr., manager of the Port of Willapa Harbor, recently announced plans for installation of four flood lights at the Tokeland dock for the accommodation of fishermen and construction of an additional 65′ float for use by sports fishermen this season.

Crab deliveries at Tokeland increased during last week in February to 1,487 dozen and a total of 300 bushels of oysters also were delivered over the dock.

Miss Patricia Mineo, daughter of **John Mineo,** one of the owners of the well known Monterey purse seiner **Mineo Bros.,** was married last month in Monterey to Anthony Villafranca.

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SIDE SUPPLY STORES.....803 S. Palos Verdes, San Pedro, Calif.
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S. F. Trawlers Work Southern Trawl Bank

San Francisco wholesale fish producers were quick to explore the possibilities of the new flat fish beds off San Luis Obispo and Morro Bay.

The Western California Fish Co. sent the *Western No. 1* and *Aloma;* A. Paladini, Inc., the *Achille Paladini;* Joe Balestrieri & Co., the *Evelyn H.,* and F. Alioto Fish Co., the *Seaworthy.*

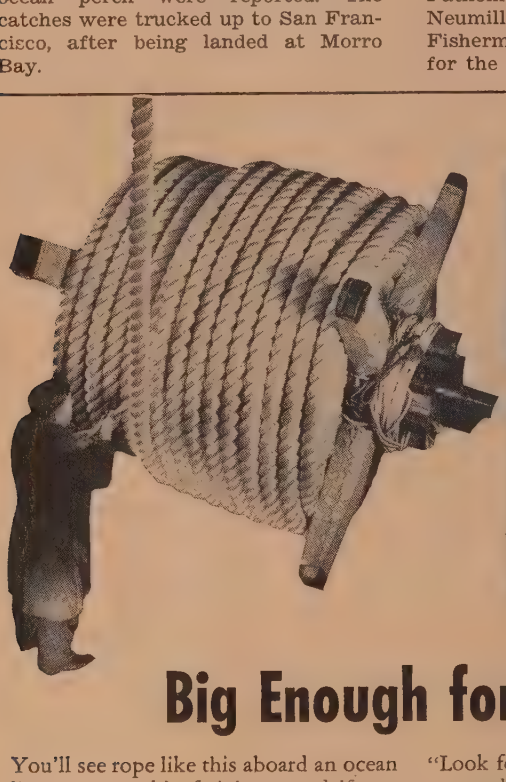
Good catches of petrale and english sole, rex sole, sand dabs, rose fish and ocean perch were reported. The catches were trucked up to San Francisco, after being landed at Morro Bay.

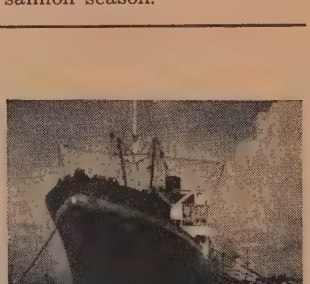
Salmon Canners Show Movies to Fishermen

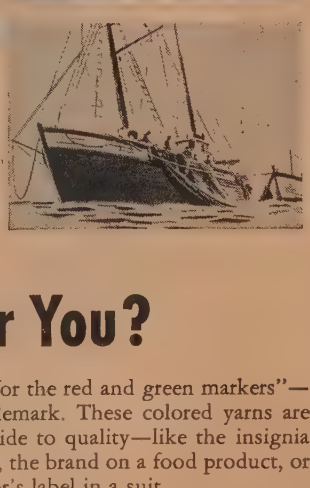
More than 150 salmon fishermen and their families attended the showing of a colored motion picture on salmon fishing in Alaska, presented by the Intercoastal Packing Co. and the Egegik Packing Co. at the Fishermen's Wharf office of Dan Bohne & Son, San Francisco, last month.

SOUNDER FOR "VERA"

Phil Bentivegna, skipper of the San Francisco combination boat *Vera II* recently purchased a Bendix 100 Fathom Depth recorder from Chuck Neumiller, Marine Radio Electronics, Fishermen's Wharf. Phil is getting set for the salmon season.







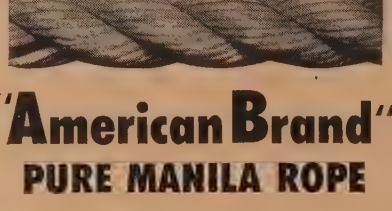
Big Enough for You?

You'll see rope like this aboard an ocean liner, or on a big freighter—and if you need it larger, we can make it for you. The two-story rope-making machine in the Brooklyn, New York mill of American Manufacturing Company will turn out a line up to twenty inches in circumference!

For more than sixty years we've been making rope for farmers, fishermen, ship operators and industry. In all this time "American Brand" Pure Manila Rope has been made to the very highest standards of quality. It has earned a universal reputation for uniformity, dependability and service value.

How do you tell "American Brand" from other ropes? The answer to this is: "Look for the red and green markers"—our trademark. These colored yarns are your guide to quality—like the insignia on a car, the brand on a food product, or the tailor's label in a suit.

So, buy rope by brand—buy "American Brand". Look for the red and green markers.



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JUNEAU JOTTINGS

The floats in Juneau's small h harbor have been repaired and ready for a new season . . . Harb master Scott Lynch has resigned the city council is looking for a placement . . . A new cafe, overlo ing the harbor and convenient fishermen, opened this spring. It the Yacht Club Cafe, operated by M Margaret Whitely.

Northern Commercial Co. rep the following work in recent wee Jimmy Martin of Hoonah had seiner *Ocean Queen* in for hull, r der and shaft work . . . Robert Gre wald got his seiner *Sea-Gram* re to do some crabbing for a new c cannery at Hoonah . . . George Da seiner *U and I*—must have hit so thing or other—got repairs to a da aged forefoot. At the same time worm board was renewed and s calking done . . . Tony Foss' tro *Amor* was fitted with a new bow i and a worm board . ... Robert Gra seiner *Alberta* underwent prop shaft work and got a new boom Sam Johnson of Angoon brought seiner *Good Tidings* in for hull w . . . Pelican-ite Ed Wellsley's sei *Glacier* cruised away under a source of power—a new diesel eng . . . Juneauite John Willis' seine-t craft *Wilson* has been getting ready go shrimping for Olympic Sea Fo . . . Jimmie Marks' seiner *Evolut* was in for engine work . . . Anderson bought the gillnetter from the estate of John Walso Bottom-snoopers, much lower pri this year, are being installed George Skuse's *Kim,* John Turn *O.K.* and George Harju's *Helen.*

Vancouver Fishermen Assured of Facilities

Vancouver, B. C., will soon have fishermen's wharf. It will be locate the False Creek area of Vancou Harbor between the Granville St and Burrard bridges, as recommen by the Fishing Vessel Owners Ass ation and other groups.

Negotiations are now under for foreshore rights, after the con sion of which dredging will be star

Fisheries Minister James Sinc says that, while the site is not id it is better than nothing and the p ect will at least help ease the gestion on Vancouver's waterfr

WESTPORT GETS NEW FISH MAR

A new fish buying station and re fish market is housed in a new 40- 40' building at the site of the burned-out Dungeness cannery, W port.

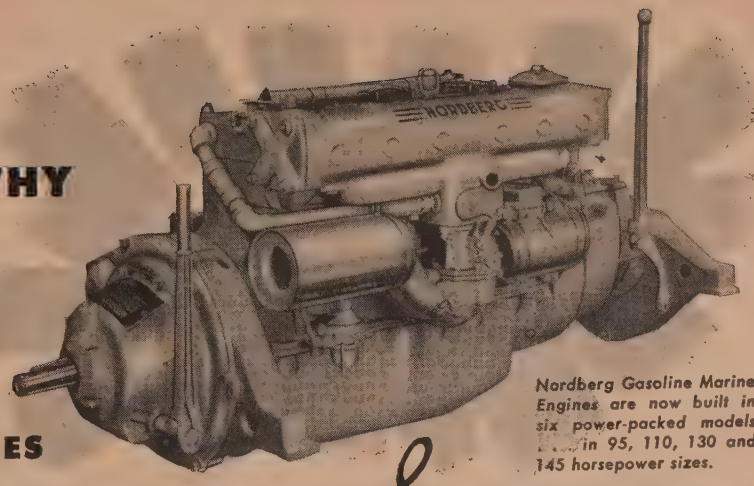
James Dart, former commer fisherman and one-time employe of Dungeness company, will manage new operations.

42 REASONS WHY

...will pay you to *Specify*

NORDBERG

...SOLINE MARINE ENGINES



Nordberg Gasoline Marine Engines are now built in six power-packed models ... in 95, 110, 130 and 145 horsepower sizes.

1. Seven main bearing crankshaft—less load per bearing—long life, low maintenance.
2. Spark plugs 100% water-proofed with double water-tight seal—no condensation—plugs will fire even if tops are completely submerged.
3. Water-cooled exhaust elbow.
4. Gear driven generator, charges even when idling.
5. All metal marine fuel pump—no glass bowl to crack.
6. "Double-Pass" manifold assures even water temperature throughout the engine—one piece uni-metal casting includes water-jacketed heat riser.
7. Jet cooled exhaust valve seats for controlled heat dissipation and prolonged valve life.
8. Rotated valves *(KNIGHT* and *BULLET)*—increases valve life.
9. B.M.I.N. approved air intake silencer.*
10. Oil cooler—automatically controls oil temperature.
11. Gear-driven accessories—no belts to adjust.
12. Fully-enclosed flywheel.*
13. Oil filter—replaceable cartridge type.*
14. STA-NU-TRAL clutch—positive neutral.*
15. Reduction gears—force feed lubrication—available in four most popular ratios—all designed and built by Nordberg.
16. Hydraulically-operated Paragon reverse and reduction gears optional in comparable ratios at no extra cost.*
17. All engines built for ready installation of optional equipment—no machining required.
18. Stainless steel ignition wire—no corrosion.
19. Six volt electrical equipment is standard; 12 volt available optionally.
20. Built-in auxiliary pulley drive optional.
21. New clutch pulley for auxiliary driven equipment, optional.
22. Low cost Twin-Disc front end clutch power takeoff optional—crank jaws included.
23. Single or double flywheel pulley optional.
24. No extra charge for opposite rotation engines.*
25. Extra heavy flywheel assures continuous, smooth operation at low speed.
26. Reduction gears can be offset up or down.
27. Attractive, indirectly lighted instrument panel.*
28. Clean engine lines—no "plumber's dream."
29. Cylinders and cylinder head—electric furnace chrome-nickel grey iron with full length water jackets.
30. Crankshaft—statically and dynamically balanced. Drilled for force feed lubrication.
31. Main and connecting rod bearings—full precision, shell type.
32. Pistons—aluminum alloy.
33. Valves—inlet—chrome nickel steel. Exhaust—Austinitic steel.
34. Camshaft—mounted on four bearings with force-feed lubrication.
35. Oil pump—gear type, providing pressure lubrication to all crankshaft, camshaft, accessory and water pump drive shafts, auxiliary drive shaft and reverse and reduction gears. Suction fitted with Floto-type screen.
36. Carburetor—Zenith marine up-draft type, with both idling and high speed adjustments.
37. Oil pan—cast iron, with two large openings to facilitate cleaning and inspection.
38. Engine supports—four-point suspension on all engines; easier alignment and greater accessibility. High rear supports available on direct drive, 1.88 and 2.44 reduction gears at no extra cost.*
39. Thermostat—140° for salt water operation, 170° for fresh water operation optional.
40. Complete operator's manual included with every engine.
41. Rubber engine mountings available.
42. Service available in all marine localities.

*Except on BLUEFIN MODEL

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G353

TWO WAYS...

to get rid of

BANANA PEEL DECKS

With either of these 'NOSKID' Products you can impart SAFETY to your decks with a paint brush . . . a firm footing on wet or dry decks for rubber boots, leather shoes, sneakers and bare feet.

'NOSKID' DECK PAINT

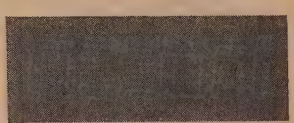
ALL INTERNATIONAL Deck Paints are of the highest quality. INTERLUX 'NOSKID' Deck Paint is made of the same fine ingredients, but with the 'NOSKID' pigment already in it. Just stir and it's ready to use. Wide range of colors.

'NOSKID' COMPOUND

This is the concentrated 'NOSKID' element that may be added to any deck paint to give it a surface that is safe to walk on under all conditions. Simply add it to any deck paint in quantities as directed, stir and apply.

The surface of a 'NOSKID' painted deck is in no way abrasive. It will not cause undue wear of foot gear, and you can lounge on it in bathing trunks in comfort. The rubber-like pigment will not pull out nor does it in any way impair the protective and waterproof qualities of the paint. Send for color card for 'NOSKID' Deck Paint and information about 'NOSKID' Compound.

Photograph of a 'NOSKID' surface (unretouched). Note granular surface that will even grip a wet sneaker.



In contrast, note the smooth surface of conventional deck paint. It is bound to be slippery when wet.

'NOSKID'

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JOE VILICICH
San Pedro, California

"These days it is difficult to make a living fishing even with the best equipment; without a FATHOMETER echo depth sounder it is practically impossible. The Submarine Signal FATHOMETERS on my boat are by far the most important instruments I have for locating and catching fish. They are so important I have installed both a 1080C FATHOMETER Jr. red light indicator and a 1373 FATHOMETER Jr. recorder on my boat RESOLUTE. Both have advantages that make them indispensable to me.

"I have used other Submarine Signal FATHOMETERS for many years and believe me, I would not be without one."

(signed) Joe Vilicich

Submarine Signal FATHOMETER* CADET

An accurate yet low cost indicating sounder for small power and sailing craft. Shows depths from 1 foot to 160 feet at 900 soundings per minute. Finds fish; warns of shoals, ledges, underwater hazards. Installs in most boats without lay up or holes in hull.

Submarine Signal FATHOMETER* JR. Recording Models 1373 and 1373S

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms. Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.

Submarine Signal FATHOMETER* JR. Indicating Model 1080C

A red light indicator that shows water depth beneath keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoals, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.

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10, 25, 35 and 100 watt models . . . new in design, more compact, easier to install with all the latest features you need for dependable contact with shore, coast guard or other vessels.

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*Reg. U. S. Pat. Off.

Built to the best standards of rugged strength, and to a concept of versatility beyond that of most craft, this Alaska-limit pair are the newest vessels in the New England Fish Co. fleet. Designed by H. C. Hanson, they are Caterpillar-powered.

OR SEINE OR TRAWL —FOR SOUND OR SEA

ONVINCED that versatility must be designed and built into a vessel, and that to earn a share more than one form of fishing a el should be planned and con- cted to meet the requirements of service, the New England Fish last year commissioned the de- of a pair of craft which would orm to the Alaska limit set for ers, but which at the same time d drag a trawl on the Horseshoe nd or Forty-Mile.

Irald Synnestvedt, president of company, told H. C. Hanson, Se- naval architect, that he wanted els which could run their gear to fishable depth in any fishable her; and which at the same time l serve the company's Alaska eries as nimble, effective seiners. wanted them sound and sturdy ery respect, long-lived, and and ble.

ls Are Built for a-Heavy Duty

H. and *Barbara S.* are the ers he got. Built from identical the vessels are 57 by 16 by 8′ 3″. Hanson designed the hulls for full gth to withstand the stress of g trawl at sea; for the sea- iness required for safe and con- t operation on the continental Bilge stringers are long and screw-bolted to the frames, and lge-bolted. Steel knees are used ously, and substantial floors are bolted over the keelsons. Shelves are fitted over the clamps and through-bolted to the frames.

They wanted no working of the hull while working Heceta Bank, the Rock Pile or Astoria Canyon—and designer, builders and owners think there'll be none.

Mr. Hanson designed the boats for stability without the use of extra ballasting, and their initial experience proved they did not need it. Thus they have strength without excessive weight, and carrying capacity without sacrifice of seaworthiness. The hulls proved easy-driven and the speed up to plan and program, although no effort was made in the trials to qualify them as fisherman style *Slo-Mo-Shuns.*

Equipment Most Complete

The building of the two boats was entrusted to Alf Hanson, who took on the *Barbara S.*, and Sagstad Shipyards, who built the *Al H.* Both boats dragged and seined as well through their initial season, and measured-up in all respects to the high standards set for them.

The engine rooms on the new draft have just about everything possible for ample main propulsion and auxiliary.

Main engines are Caterpillar D-17000, 150-hp diesels, using Twin Disc 3:1 reverse and reduction gears, and front power take-offs. Trial trips over the measured mile gave both boats enough speed to hold their own in any company of similar type craft.

There are two 1½-kw, 32-volt Onan generators for auxiliary electric power. One is mounted on the main engine and the other is hooked up with a 5-hp. Hallett diesel. Of interest is the package compressor and generator set-up developed by the N. C. Marine, suppliers of all the engines and engine room auxiliaries. N. C. Marine has built this auxiliary unit and the generator and compressor are driven off the Hallett diesel by means of an Albina power take-off, so either or both may be operated at any time.

For keeping the batteries up while the vessels are in port a "Constavolt" marine converter has been installed in each engine room. These converters are supplied by the Fremont Electric Company.

The propeller is by Coolidge on a Monel tailshaft.

Of unusual interest to fishermen and a reflection of the complete planning done on these vessels is the abundance of electronic equipment aboard each craft. As these vessels are to be used off-shore, provision has been made to simplify the problem of navigation by the installation of loran equipment. For steering a Wood Freeman Metal Marine Pilot; for communication a 100-watt PARfone; for navigation a depth sounder; and for bridge and pilot house Wilfrid O. White "Constellation" compasses. So every detail is covered for certain, easy navigation.

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SCHMIDT "LUSTERCOAT"
HIGH GLOSS LACQUER

SPEED YOUR PACK FROM SEA TO SALE

with Schmidt FISH LABELS

Label changes are coming double-fast in the food field today. Yesterday's labels often fail to meet today's challenge. More color. More realism. More shelf impact. More appetite appeal. More sales umph! You see them popping up in grocery displays every day.

But are they popping up on your labels? Products have to move fast today to keep volume distributors interested. And labels put speed in your sales . . . if they're high-speed labels. Take a good look at your own line. If your labels are a drag on your sales, we would relish the opportunity to help you put them right out front with the selling-est labels on the grocery shelf.

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S. L. 2

Tuna Attraction and Long-Lining— Ideas on How to Make Them Work

The following article comes to PFN in the form of a letter from a tuna fishermen who says as he writes: "I have been interested in your publication for some time because of its comprehensive coverage of all elements of the fishing industry." He favors PFN with his interesting ideas because "I have noted that your news coverage is progressive, which is in keeping with the progressive nature of this industry, which is ever on the search for better methods to produce and distribute the commodity to the consumer." Mr. Hill has definite ideas on the subject of live bait and also of long-lining, and PFN is glad to publish them for the consideration of its 15,000 fishermen readers.

By JAMES F. HILL

I have been engaged in the fishing industry for years, as a halibuter and salmon troller in the Northwest; and as a shark fisherman who helped pioneer that branch of the fishery; and for the past few years as a tuna fisherman on the San Diego bait boats. Inserted into these years are my experience as a licensed Alaska pilot, master of cargo vessels during World War 2, and navigator of cargo vessels in Asiatic waters during this present Korean conflict.

I have returned to tuna fishing and will remain at this occupation henceforth, because the possibilities for the advancement of this fishery interests me even though at the present time it is going through an era that could have unfortunate consequences.

Bait Is Weak Link In Tuna Fishing

The weakest part of this present method of catching tuna is the bait: It is becoming less and less plentiful, partly because of the increase in our own fleet which is making heavy demands on the bait—a too heavy demand will deplete the bait stock, as the sardine seiners can testify—and partly because changing oceanic conditions are having their effect. The various research parties will have an answer to the latter ere long—I hope. Because bait is at such a premium, certain southern countries are taking abusive measures toward the fishermen.

A few years ago I saw that these present conditions could come about and questioned the Fish and Wildlife Service whether some agent or chemical could be found which could supplement the use of bait. They have been very courteous and cooperative; and I read recently where research in Hawaii had found some chemical that had the desired effect on the tuna.

At the time I had in mind a mechanical arrangement whereby salt water would pass, under pressure, through a pipe placed longitudinally in the shaft alley, which had laterals branching from it which would penetrate the hull just above the keel on the side of the fishing racks and just forward of these racks. An extract could be injected into this pressurized water and carried in form of a jet stream through the laterals and thus impregnate the water immediately in the vicinity of the racks out to about the distance of the "squids."

The tuna's sense organs, I think, are along the side of its body. Ordinarily it can brush past a "squid" and tell if it is artificial; and unless it's a wild school the fish will ignore the lure and just eat the live bait. Nice . . . for the tuna! If the water around the "squid" were impregnated, that would kind of throw a monkey wrench into the tuna's calculations and more of them could be caught for the amount of bait used. As the research team reports, the chemical they found will stimulate a tuna and make it wild, and will attract a fish from a considerable distance. There are tremendously interesting possibilities there.

Ideas for Long-Lining On Mechanized Basis

For quite some time I have been interested in the Japanese long-line method of catching tuna. When I was recently in the Orient I kept my eyes open, and believe that I got some ideas that would make this method more effective. I believe that the idea, if it is perfected to where it is commercially feasible, will open up possibilities of mid-ocean fishing of tuna, especially in the area of the equatorial counter current, where the research vessels have found good indications of tuna. The idea is dependent on a certain amount of wind, which should be no problem away from the coastal areas.

It is this: The gear would consist of a small raft with a sail of some description that could be set broadside to the wind, and the raft to have legs of a bridle from the corners of one side, and the vertex of the bridle to be connected to a large buoy —say an empty oil drum. Extending downward from this buoy would be a buoy line whose lower end would be weighted. Horizontally from this weight would be the fishing line, similar to halibut gear with "gangions" of a required length for tuna fishing and spaced an adequate distance apart. Experience would tell what the length and distance apart they should be. If the "ground line" used was 300 fathom of 40 lb. gear with "gangions" every 30 feet that would give 60 hooks to the "skate," and if four "skates" were used, 240 hooks to a "string."

Spaced along this groundline should be small floats, similar to the beer bottle floats that were used on the upper end of shark trammel nets, to counteract the weight of the gear so that it wouldn't sag. The after end of the string would be also attached to a weight suspended by a buoy line and buoy. Maybe experience would show that there would have to be an intermediate buoy and line at mid-length of the "string."

The principle would be to work the "skates" of gear from tubs instead of coils as are presently used by the halibuters. In setting, the after buoy, buoy-line, and weight would be thrown over first; and as the boat ran down wind the longline would be carried out. Then the forward weight, buoy line, and buoy would be thrown over and the sail-raft attached to the buoy. Say that one were prospecting for the depth of the fish. The after buoy line, the deepest, could be set at one depth and the forward buoy-line at a shallower depth.

Sail-Raft Maintains Tension on Long-Line

When the gear is fishing, the sail raft would keep tension on the forward end, towing the whole unit slowly through the water. If it were determined at what depth the fish were most plentiful, both buoy-lines could be set at that depth and the ground line would be suspended horizontally between the forward and after weights at the desired depth.

If, say, four strings were fishing simultaneously that would be 960 hooks in the water at one time, and if 10 strings could be set during the day that would be 2400 hooks worked

arbor Granges Active Southern California

Mrs. Florence McDougall of Balboa and, Calif. whose husband has the *ue Spray,* reports that the New- rt Harbor Grange #775 adopted solutions opposing the action of the ited States Navy which has pro- sed to close the waters around the est End of Catalina to all craft, mmercial and recreational. Many hermen in San Diego, Newport ach and Los Angeles-Long Beach rbors belong to the various chapters the California grange.

Paul Connor, master of the New- rt Harbor Grange, has sold his *uefin* and bought the larger *Bona- venture* — this transacation will give him larger cruising range and greater hold space.

Bill and Amy Coleman of the *Ref- uge* are taking a vacation from water by spending their leisure in California desert areas.

Several Newport Beach boats are fishing from Stockton: the *Westy* and the *Lyda* (formerly *Tryphena C*).

The Los Angeles area grange acted as host for the monthly meeting of the Orange County Pomona Grange —a potluck supper, very popular with fishermen and other members, is a highlight of such meetings.

State Grange officers are now work- ing on several bills pertaining to the fishing industry.

Sun Harbor Marina Will Serve San Diego Fishermen

Merle B. Parke, former owner of Jerry's Boat Sales on Terminal Island, has purchased the Anchorage Ltd. on Harbor Drive in San Diego. He has named his new enterprise Sun Har- bor Marina Ltd. and will function as a licensed bonded boat broker. He has plans for making the anchorage a one- stop spot for small boats, fishing and pleasure. At the present time Mr. Parke is a dealer for Chrysler Marine Engines, handling service and parts as well.

Charles Nelson, Ketchikan, has had the Evans Engine & Equipment Company in- stall a General Motors 6-71 diesel in his seiner **Libby IV.**

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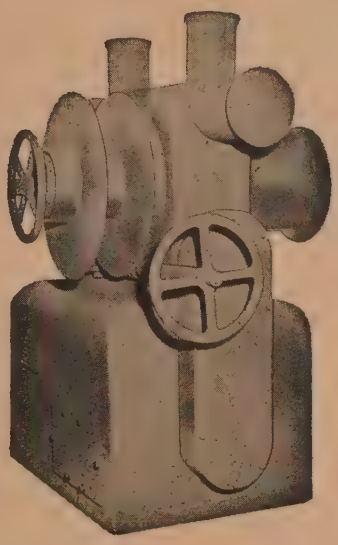

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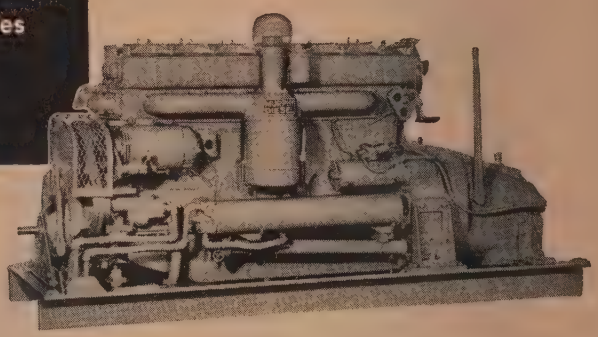

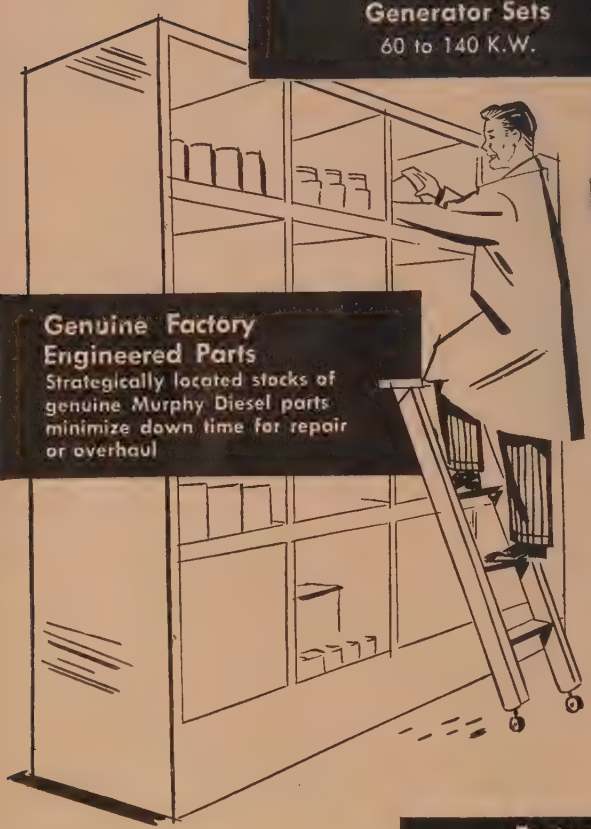

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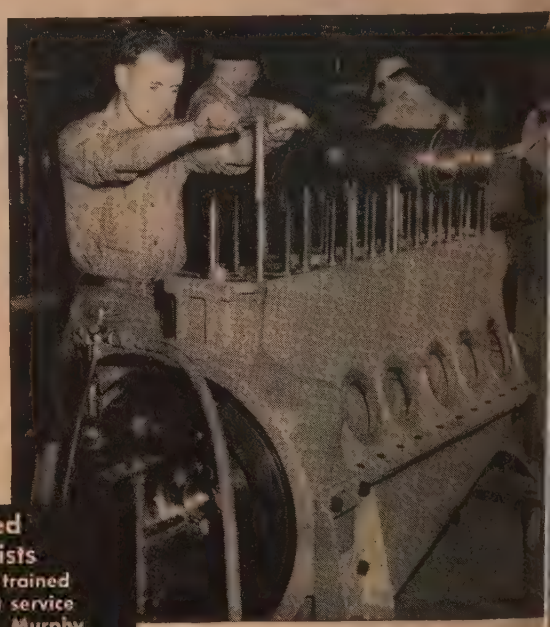

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A million bucks is worth protecting—whether it's in the bank or in boats—and that's what these water cops are doing. They are harbor police aboard a Los Angeles harbor patrol craft, giving the eye to seiners moored at San Pedro's Berth 73. Where great sums are invested in boats and fishing gear fire and pilferage can be disastrous — and these officers make regular and rigorous inspections, night and day, to prevent such loss.

SAN PEDRO SEINE SETS

The new cooperative, the California Commercial Fishermen's Association, Inc., is established in its new headquarters at 745 S. Seaside Ave., Terminal Island. The interior has been attractively painted and redecorated. Mrs. Mable Winston, the association's secretary, is there every day to accept membership applications from owners of fishing boats in Southern California ports. . . . John Real, general manager of the net boats' cooperative, goes in Sacramento early in March to attend seesions of the legislature. . . .

Visko Fiamengo, owner of the *Olga Boatman*, died of a heart attack in San Pedro March 2. He is the brother of Matt and Andy Fiamengo. The former skippers the *Discovery;* the latter is a crew member on the *Western Sky*. . . . John Sestich, captain of the top producer *Arlene S*, was flown home from Central America in early March because of illness. Dominich Pucinich took over as relief skipper and the seiner is still fishing. . . . The *Blue Jay* and the *Valiant*, both of San Pedro, have installed Fathometer Juniors . . .

The *City of Los Angeles* was recently docked at Harbor Boat Building to receive a new Northern seiner winch. The *Treasure Island* was at the same yard for a new decking job, using a Dolphinite product. . . . *Sea Pride, Discovery* and *City of San Pedro* have had bottom paint jobs. . . . *Defiance* recently received a bottom paint job of "hot plastic," navy-type. . . .

Vido Ursich of San Pedro recently completed a skiff for the *Golden West* . . .

Clarence Nelson has been called into the probe of the burning of the *Sao Joao* off the coast of Costa Rica recently. He was a crew member of the tuna clipper. U. S. Attorney Waler S. Binns, San Pedro, is presenting the case to the grand jury. . . . *Chicken of the Sea,* Van Camp Sea Food's research vessel, has been purchased by the Douglas Aircraft Co. of Los Angeles. . . . *St. George* and *Nyna Rose II* both delivered 200 tons of squid during the February dark. Canneries are taking only a limited amount. Other net boats brought in from 15-20 tons for the last dark . . . Tony Bozanich reports an increasing use of ramie for netting on the purse seine boats—gives more strength and less weight, reports the Pan Pacific cannery's fleet captain.

"American Venture" Is Altered for Tuna

Bill Horner, formerly on the *West Coast,* who recently purchased the *St. Christina II* from the DiLeva family of San Pedro, has named the boat *American Venture.* He has made quite a few changes in the boat, most of them designed to equip the seiner to fish in southern waters. The DiLeva family used the Larson-built boat for local fishing on mackerel and sardines.

TUNA FISHERMEN TALK TARIFF AND OCEAN AUTHORITY

The outlook for importation of Japanese frozen tuna shows a possibility of increase in tonnage, according to reports from National Fisheries Institute, etc. At a recent meeting of the Pacific Coast Fish Producers Institute in San Diego this problem of the American Albacore fisherman was discussed. In addition to this problem of the continual raising of the self-imposed frozen tuna quota from Japan, the dispute on the jurisdiction of tideland oil resources was on the meeting's agenda. Wording of recent bills introduced by several senators indicate that any state can make claims involving its natural resources without limitation and ask Congress to approve the same.

John Real and several other Southern Californians interested in the fisheries recently appeared in Washington D. C. to testify before the Senate Interior and Insular Affairs Committee.

"JOSEPH PALADINI" TOWED HOME

The 73' dragboat *Josephine Paladini* was towed to port at Eureka by the Coast Guard recently after developing engine trouble off the northern California coast. The craft, owned by A. Paladini, Inc., is skippered by Carl A. Bjor, who was aboard with two crewmen when the distress call was put out.

Richard W. Joseph, owner of the *Antoinette B.*

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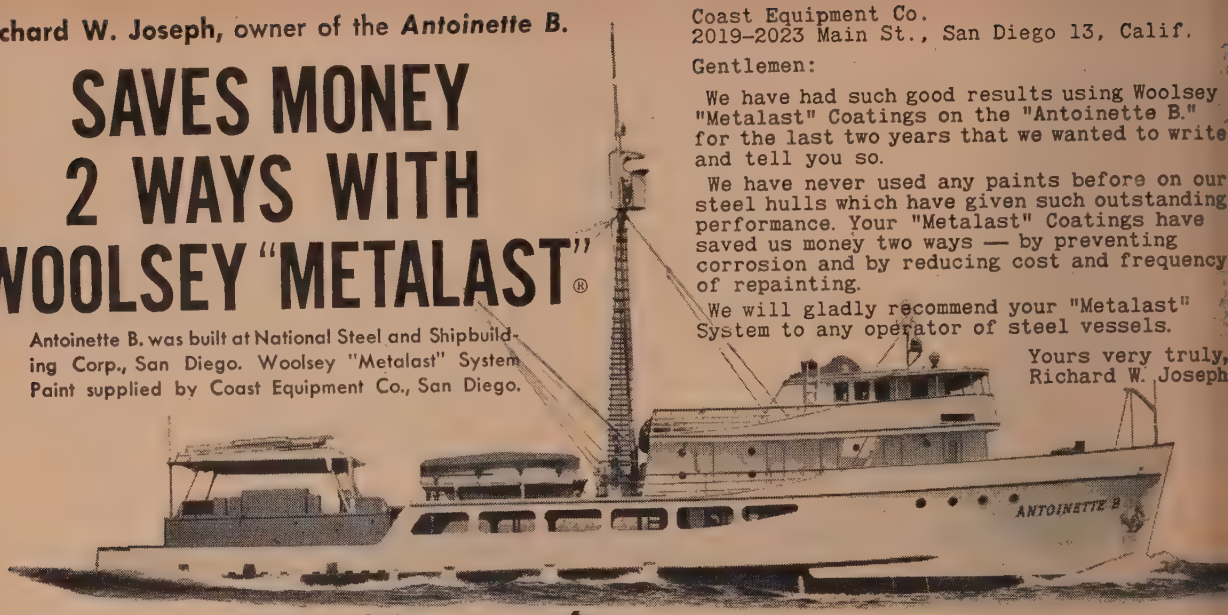
We will gladly recommend your "Metalast" System to any operator of steel vessels.

Yours very truly,
Richard W. Joseph



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TOWER'S ARROW BRAND

Moss Landing—Monterey Bay

Several boats left Moss Landing for e opening of the salmon season in ashington. The *Ragnar M.* with ther Robert Myking and his son, yd finished refrigerating with k Mandy of the Moss Landing Re-geration Co., in time to join the oup. The Roy Johnsons on the *riste II,* who had wintered in Mex- and Long Beach, the Bob Masons o spent the winter in San Diego their *Selma J.* and Bill Yeoman the *Twenty Grand* made up the t of the contingent.

* * *

t's a long way from Monterey, Cal-rnia to Trapani, Sicily and five ars is a long time to wait for the ne town girl you're engaged to. t distance and time were both over-ne by Alphonse Genovese of the erican Freezer Co., of Monterey l Moss Landing, when he sailed oss the ocean and brought back bride the former Frances Cara-isa. Al said that his wife was a le homesick but that they hoped mother and others in her family ld come over soon and that would ke her happy.

* * *

Slim" Matthews of the *Condor II* Dick Maier of the *Warrior* bought nets for dragging. They used a ant warehouse at Moss Landing were dyeing for several days. im" has moved from his former ne in Richmond to Santa Cruz so he can drive home every night.

* * *

scar Vienola of the *Ann Marie* put a new 3 cyl. GM diesel engine is boat. Phil Hover of the Hover ipment made the installation. st Lintho also brought down a l. GM diesel from Seattle to in-l in his boat *Doric.*

* * *

ack from San Diego where he took ek into the coming season, is Alex en of the *Jay-Cee.* "It looks good," ne consensus among the fishermen he south, according to Alex. John is of the *Signe S.,* Morro Bay, at-ed some of the meetings in San ro where the fishermen have been unizing and vowing to sit tight on e this year.

* * *

his is the time of year that boats changing hands and there have a number of sales in this area cent weeks. Paul Groszmann of a Cruz sold his boat, *Tom Swift* the sport fishing trade in San cisco; and purchased the *Tuna* C. B. Gilbert of Santa Cruz. lle Helmsley has purchased the *nda* and Emo Pieracci who was former skipper will now handle *Anita.* Perry Barnes of Moss ing sold his *Venus* to Ralph Lav-f Monterey and purchased the *Happy Toiler* which he plans to re-name the *Sea Siren.* Charles Scheer of Modesto, formerly of Salinas sold his boat *Aquicky* to Clarence Rosales of Seaside.

* * *

Benny Kirchhof of Seattle, who was around Moss Landing a great deal, writes that he has signed on as captain of a government patrol boat going up to the Pribiloff Islands in April, so his *Delle Marie* will be for sale. Benny has fished in Alaska and knows those waters well.

* * *

Roy and Ruth Dulaney stopped in Morro Bay on their way up from wintering in San Diego where they will have their boat *Penguin* refrigerated. They have bought a piece of property there and hope to build a home.

Important news in Moss Landing is the fact that the U.S. Army Engineers will begin dredging the harbor's entrance channel early in April. The sand will be deposited between the south jetty and the pier, making considerable more beach to the seaward. Powerful new street lights have also been promised by the Harbor board and the erection of a speed sign is planned, so the port will be well maintained this season.

PLYWOOD BOAT WILL BE COVERED WITH FIBERGLAS

A. F. Lepp, who operates part of the year as a commercial Albacore fisherman, will soon have a new boat for the coming season. Mitchell Boat Co. in Costa Mesa is building the new 34' plywood job, to be completely covered with fiberglas. The power plant will be a Chrysler Royal. Fuel and water tanks are also of plywood, covered with fiberglass — double on all corners — and using four coats of resin.

From purse lines to pot warp . . . fishing boat owners, skippers, and crews prefer Plymouth fishing rope for its easy-handling qualities, extra strength and safety. Its longer service life means lower service costs.

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"After several years of overhauling boat engines and finding them full of rust (even those using fresh water cooling), also mineral deposits as well as salt, we certainly think it amazing to find one that is perfectly clean.

"We are using AQUA-CLEAR Feeders on all of our boats now and don't see how we could afford to do otherwise as the price is less than the repair of our other systems." —*Chas. A. Biocca, Alaska Marine Supply, Ketchikan*

Fishboat owners and boatyards from coast to coast are turning to AQUA-CLEAR Feeders for the most efficient, low-cost engine cooling. The AQUA-CLEAR Feeder substantially reduces repair bills and upkeep problems, increasing your profits.

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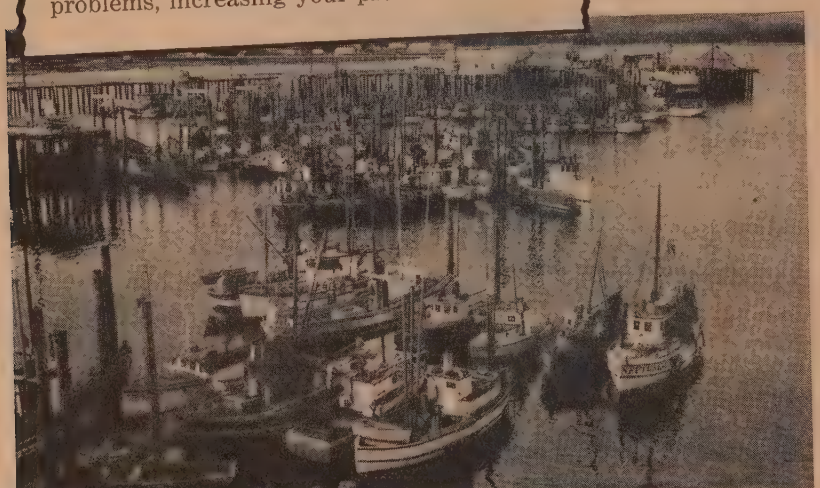

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On both new and old boats the Fishing Industry is rapidly adopting AQUA-CLEAR Feeders.

EASY TO ATTACH

Just insert between seacock and water pump. No extra holes through hull, no complicated piping, and no need to haul the boat.

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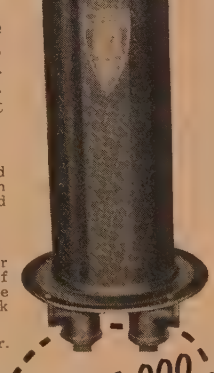

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Petersburg Port Pick-ups

Dave Phillips has had his seine *St. Nicholas* on the ways at the Mi kof Marine Ways for minor repairs . Karl Utgaard is having his troller, t *31D82* documented. Soon he will out with a paint brush to block o the new name *Elding* . . . Pat Deven is a little late getting out for th early trolling this year. His boat, t *Ukum* has been on the ways for new iron bark rudder shoe and a ne stern bearing . . . Fred Haltin owner and skipper of the sein *Verma* has been to Seattle on a sho business trip . . . Johnny Wilson h had the *Libby No. 1* up at the Mitk Marine Ways. A recent collision wi a rock in the Rocky Pass distr necessitated some new planking, r der and tail shaft . . . Kurt Nordgr has a broken arm caused by a fall the ice. It should be out of the ca though, to give Kurt time to get *Lois W* ready for Area 2 halibut fi ing.

Work is coming right along at Mitkof Marine Ways on Adolph N berg's new boat. The 36-footer i new type gillnetter designed by late L. R. McDonald.

The boat will have a draft of ab 4′ and a beam of 10′ 6″, galley deck, and a well for the gillnet r Adolph plans on powering her wit 95 hp. Nordberg, and expects to h her ready for Sockeye fishing Snettisham late in June . . . Ar Norheim, recently of the U. S. Ar has purchased the *Unimark* from Winther who is forced to retire cause of ill health. Arvid is busy ting the boat and gear ready for h but fishing in May . . . Al John owner of the troller *Ginger* tem rarily filled the vacancy of Supe tendent at the Mitkof Marine W Although Al had to quit for fishin April, he did a mighty fine job for the time being . . . Roald Norh and Trygve Thorsen are back Petersburg, after serving two y with the Army. We know that Fa Ed Thorsen, owner of the *Spence* is happy to have his right hand home again. Roald also plans on ing the *Spencer II* crew.

"GLACIER BAY" REFRIGERATED

The *Glacier Bay*, down from can, Alaska, is being refrigerat Wilber's Boat Yard in Long B Calif. The craft is owned by I Jacobsen. A Petter diesel engine drive the Freon system.

Herb Lent and Krist Lintho have new General Motors 3-71 diesel in troller **Doric**. Evans Engine & Equi Company installed the new engine vessel.

lodern Radio Technology Packs High erformance Into Small Instruments

ishermen and other operators of marine iotelephones through the years have ie to recognize that great power and a iplicated instrument are not the meas- of effectiveness and dependability in a iophone, and that modern low-powered ple and compact units, properly en- eered and installed, give good practical rking ranges at only a fraction of the , and with a high degree of depend- ity.

his is pointed out by Maurice Kerr of -American Radio Corporation, Seattle, o shows that the conclusions closely fol- rulings of the Federal Communications mission, limiting power of marine ra- telephones and even setting up addi- al marine services limiting transmitter ers to very low levels.

he proven performance of standard lels of equipment, operated under test poses at very low power levels, have wn the possibility of extremely simple o telephone equipment, retaining all or important features, but eliminating ecessary frills and gadgets that do not ally add to the basic utility and per- nance of the instrument.

iese simplifications possible in newer es of low powered equipment has re- ed in great reduction in battery drain. therefore allows installations where ierly the electrical system was not uate to handle a radiotelephone with- costly additions. Another major factor he satisfactory application of small s has been the improved signal radia- with properly matched, so called Cen- Loaded Antennas, made more efficient ecent months, due to improved sealing esses and materials.

fact, it now is actually possible with such modern improvements in new radio telephones of 5 to 10 watts rating or **even less** to produce a better signal, over a greater area, than that produced by many older installations of over five times this rated power. Best of all, it is secured at lower battery drain, lower cost, and greater dependability.

As a result users are concentrating on actual business needs at moderate distances, using equipment of lower cost and far greater dependability.

Realizing this growing change in attitude toward the power of a radio telephone, and recognizing that many vessel owners place a price limitation on the worth of communication to them, Pan American Radio Corporation, has just announced a new PAR-fone model. It is Model "75" and although some of the regular PAR-fone features are missing, nothing has been sacrificed in quality. Dynamotor power supply, sealed transformers and ceramic switch deck with silver contacts are examples of quality components.

Additional transmitting channels, receiver bands, and, or, increased power output may be added later. Designed for either 6 or 12-volt operation, the model has 3 to 6 watt output. Streamlining of production has reduced overall costs which are passed on to the consumer.

Frank Cerrito, Monterey, has just bought a half interest from his brother Sal Cerrito in the purse seiner **El Cerrito.** The brothers were formerly partners in the Monterey purse seiner **Cerrito Bros.** which was beached in a recent storm and declared a total loss. **El Cerrito** is now at the San Francisco yards of Anderson & Cristofani where she is getting a complete overhaul and a new turn table.

Failor Buys Westport Marine Supply Store

Walt Failor, Aberdeen sporting goods dealer and chairman of the state game commission, has completed purchase of the Larson Marine Supply Company, Westport. Failor said the company's building, across the street from the Kaakinen cannery at new plate glass windows, new entrance way and new paint and interior arrangements.

The firm will operate under the name of Failor's Sporting Goods — Westport and will continue to carry marine supplies but will add fishing tackle, sports equipment and light groceries.

Mr. and Mrs. Jack Hanna, Aberdeen, will manage the store.

Ballard Fisherman Drowns

The body of William H. Bitters, Ballard commercial fisherman, was found in the Chehalis river under the West bridge, Aberdeen, recently.

Fears that Bitters' had fallen in the river were aroused when Haakinen shipyards said Bitters' car and boat, the *Valient,* showed no evidence of recent use and his suitcase and a box of groceries were found on the deck of another boat nearby.

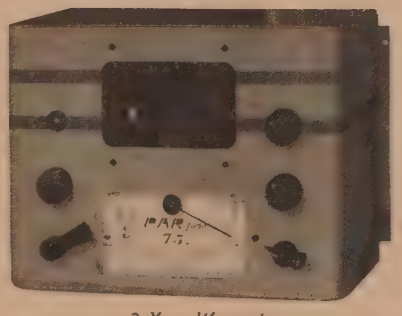
Bitters, 55, was born in Philadelphia and as an engineer and captain had been all up and down the West Coast.

New

PAR-fone 75

UTILITY RADIO STATION

A Dependable Radio Station At A Price Any Boat Owner Can Afford!



2 Year Warranty
Compact—Smaller Than This Page

SOLD ON A MONEY-BACK GUARANTEE OF SATISFACTION. Try it on your boat for 10 days. If not fully satisfied, return for refund at any time within two weeks from date of purchase!

TRANSMITTER: 2100 to 3200 KC—12 watts Maximum input. Two quick change channels. Antenna Balance and Output Indicator. Output 3 to 7 watts. Operating ranges of 50 to 60 miles or less. For any antenna.

RECEIVER: Single, wide tunable band, 930-3300 KC covers Marine, Canadian, Alaska and over half of all broadcast channels.

POWER SUPPLY: Furnished with reliable type power supply of very low drain. (Or sold separately for use with any good receiver or transmitter type power supply of 200 to 300 volt output.) Full instructions for connecting.

PRICE—PREPAID To Any Major United States Port.

Model 75-A with 6v PS and 1 crystal—3-4 watt output	$169.50
Model 75B with 12v PS and 1 crystal—6-7 watt output	$169.50
Model 75 only less crystal and power supply	$122.50

See your PAR dealer, or write

PAN AMERICAN RADIO CORPORATION

5210 BALLARD AVENUE Cable "PARAD" DEXTER 4960 SEATTLE 7, WASHINGTON

INCREASE YOUR PROFITS

WITH THE

SURECHO

60 FATHOM DEPTH SOUNDER

NEW LOW PRICE

Registers to 60 fathoms or 360 feet. Compact . . Rugged . . Accurate . . For safe, efficient navigation, and greater fishing profits. Write for catalog.

K-W CORSAIR COMPASS

IDEAL FOR SMALL BOATS

OVER 12,000 IN USE

Built-in corrector system
Special red lighting
Versatile mounting bracket
Half point card also available

Write for catalog.

Manufactured by WILFRID O. WHITE & SONS, INC.
BOSTON 10, MASS.

WEST COAST DISTRIBUTORS

WASHINGTON and ALASKA: PACIFIC MARINE SUPPLY CO. 1223 Western Ave., Seattle

OREGON: OREGON MARINE SUPPLY CO., 235 S.W. 1st Ave., Portland

CALIFORNIA: WEEKS-HOWE-EMERSON, 255 Mission St., San Francisco 5—ETS-HOKIN & GALVAN, 551 Mission St., San Francisco—218 Avalon Blvd., Wilmington

NUTTALL-STYRIS CO., 825 Columbia St., San Diego

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Convenient Chlorine Crystals

It's easy . . . so easy to remove slime and fish odors from holds with Diversol! Simply flush, sprinkle, scrub and rinse! Diversol is fast, easy, safe, 100% effective! Convenient, 7 lb. jars. Easy, economical, more effective crystal form! Order today from your marine supply dealer! See for yourself the difference Diversol makes!

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THE DIVERSEY CORPORATION, *Chicag*

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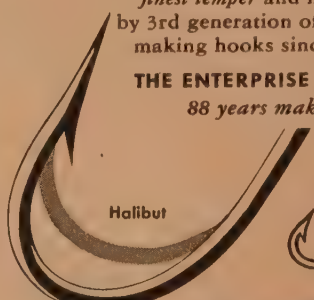
Made in U.S.A.

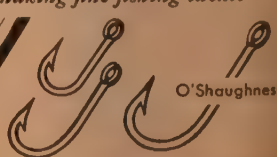
HELP YOU!

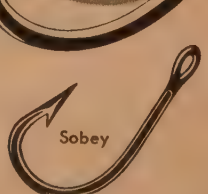
Commercial fisherman who fish in American waters and sell their fish to American people help their own industry when they use hooks made by U.S. labor. Pflueger Hooks have the *sharpest points*—th *finest temper* and most *excellent finish.* Made by 3rd generation of Pfluegers—We've been making hooks since 1864. Ask your supplier.

THE ENTERPRISE MFG. CO., AKRON, OHIO

88 years making fine fishing tackle







PFLUEGER
(PRONOUNCED "FLEW-GER")

A GREAT NAME IN TACKL

Eureka Echos

evenue fees affecting fishermen
ng at the northern California port
e set recently by the harbor com-
sion at Crescent City. The com-
sion adopted a schedule imposing
5 cent charge on each ton of ice
over the public dock and one-
rter of one cent on each gallon of
oline delivered to boats at dock-
. . . The fishing craft *San Vido*,
of San Francisco, was towed to
at Eureka recently by the fish-
boat *West Wind*. The *West Wind*
the disabled craft in tow after
had developed engine trouble off
le Bluff . . . The *Miss Often*, out
Eureka, was towed to port by the
S. Coast Guard recently after de-
ping engine trouble off the mouth
he Eel River. Aboard were Skip-
Louis E. Aldin and one crewman.
distress call was relayed by the
Porky, fishing in the near vicin-
. . . Robert R. Star and Jack D.
er, both of Crescent City, re-
ly purchased the fishing boat
ad from R. Culver . . . Austin T.
ler is the new owner of the fish-
oat *Thunderbird*, formerly owned
William H. Ekoos, Eureka. Snyder
ead of the Snyder Fish Company
h operates a shoreside processing
t at Fields Landing . . . Several
s that have been basing at
ka during recent months sailed
id-March for Oregon waters, to
more profitable crabbing fields.
boats included the *General*
king, the *Lila M.* and the *Maurine*.
expected to make Coos Bay their
quarters.

Dragboat Men Vote To Quote Lower Prices

In a voluntary move to bring about adjustments in the market and spur both production and consumption of bottom fish, the Fishermen's Marketing Association, Inc. met recently at Eureka and voted to quote a 20 per cent reduction in the price of most items of bottom fish. Excepting for Dover sole, black cod and red cod, the association voted to ask only about 80 per cent of the previous prices sought from fish dealers. The price reduction, it was stated, was in conformity with the general decline of food and other living costs.

At the same session the organization of northern California dragboat owners and operators installed newly elected officers. Taking their seats were Ted Aaker, Fort Bragg, as president, succeeding Manuel Figueiredo, also of Fort Bragg; William Riley, Eureka, as secretary, succeeding Noel Franklin, Eureka; J. H. Niemi, Eureka, treasurer; and John Pesonen, Eureka, as alternate treasurer. Franklin was lauded for his outstanding work during the last three years as secretary-treasurer.

The organization also named three delegates to attend hearings at the state capital in Sacramento on a measure proposing a closed season on dragging operations in California waters. The representatives were Aaker, Riley and Figueiredo.

In Southern California
NORDBERG
GAS ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

Now Juneau Has a Shrimp Canning Plant

Juneau's harbor has a shrimp-canning operation in it. Kayler-Dahl Co. of Petersburg towed the plant in early in March, tied it up at the city float by permission of the city council, and started operating. Manager Chris Dahl said the cannery will operate as long as sufficient shrimp can be found.

Three trawlers are taking shrimp south of Juneau, with the catch running mostly to sidestripes.

The cannery has working room for 50 shrimp-pickers, and as many as 46 were on the job for some big hauls during the first week of operation.

Most of the shrimp are air-freighted to the states.

FOR THOSE
big CATCHES
GOLD MEDAL NETTING
and SEINE TWINE
THE LINEN THREAD CO., INC.
116 New Montgomery St., San Francisco 5, Calif.
Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Harbor Marine Supply Co., Hoquiam • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego • Cia Exportadora del Sur, S. A., Guaymas, Sonora, Mexico. *Canadian Representative:* Western Leckie Limited, Vancouver, B. C.

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RADIOTELEPHONES
and DIRECTION FINDERS
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PILOT

5 to 15 HP
PETTER DIESEL ENGINES
Quality engines at lower prices than any equivalent Diesel on the Market
FOR IMMEDIATE DELIVERY
only at
SHEPHERD
MARINE

Everywhere there's fishing, you find boats powered by *Caterpillar engines* —and you'll find this power delivered by Twin Disc Marine Gears. And the owners talk like this:

ORTH

CAPE PINE, 111' fish packer, (converted Navy subchaser) owned by Canadian Fishing Company, Vancouver, B. C.

"She's giving a good account of herself . . . averages 11.4 knots without using full throttle. Twin Disc Hydraulic Coupling Marine Gear MGH 340 with 3:1 reduction delivers 320 hp of Caterpillar Model D 386 Diesel smoothly and quietly."

AST

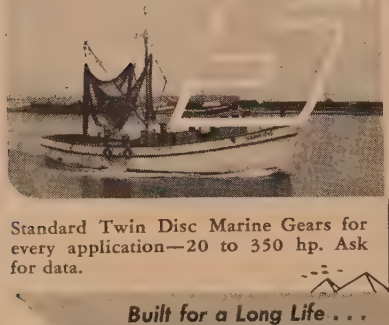
STONINGTON, 55' dragger, owned by William Murdock, of Islip, New York.

"The Twin Disc 2:1 Reverse and Reduction Gear, driving from a 77 hp D8800 Caterpillar Diesel, gives us the right combination for efficient operation."

EST

A. N. LUCIDO, 50'6", combination boat, owned by A. N. Lucido and Sons, Monterey, California.

"We like the performance of her Caterpillar D13000 engine and Twin Disc 2:1 Gear. She's a dream."



OUTH

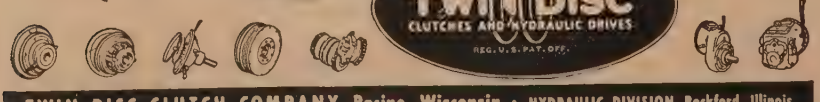
G. A. MASTERS, 65' shrimper, owner B. F. Skinner, Brownsville, Texas.

"Operating 24 hours a day, she's always dependable . . . always ready. We've found no better combination than the Twin Disc 3:1 Gear back of the Caterpillar D13000 Engines."

Standard Twin Disc Marine Gears for every application—20 to 350 hp. Ask for data.

Built for a Long Life . . .
Backed for a Lifetime

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES
REG. U.S. PAT. OFF.



TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

Calif. Whaling Station May Resume Operations

Suspended since June, 1951, pr pects appeared bright at Eureka th whaling operations might be resum along the northern California co this season. The possibility loom when Gilbert Hunter, of Hunter a Foland Maritime Industries, stat that he and his partner Herman F land have "seriously contemplate the resumption of activity at th Fields Landing whaling station Humboldt Bay.

Hunter said that a final decisi had not been made, as of late Mar but that "we could be in busine within a month," adding that the fi has equipment and machinery at disposal. The annual season, set international agreement, opens April 1, extending until late fall. T two whalemen own the fine whali craft *Dennis Gayle* and *Lynann,* whi have been engaged in other types operations the last year and a half

Operations were shut down at t Fields Landing plant when fire stroyed the main building and most the machinery in June, 1951, after t station had been active since 1949. previous fire had resulted in susp sion of activity that had begun 1947.

During the two active periods operations were highly successf The record year was 1948, when whales of various types were tak and processed.

Hunter reports that whales quite plentiful off the northern C fornia coast this season.

Whales common to northern C fornia waters include sperm, hun back and finback. The carcasses processed completely at the Fie Landing station, and products incl sperm oil, fertilizer and the base animal food. When operations w last suspended, considerable succ was attending a promotion campa publicizing the use of whale m particularly steaks, for human c sumption.

FIELD TRIP FOR FISHERIES STUDE

Students of the fisheries dep ment of Humboldt State College, cata, California, planned an exten tour of the Oregon coast during t annual field trip.

The itinerary included visits Port Orford, Coquille, the Coos area, Newport, Neskowin and the amook Bay region. Enroute they w to be met by several members of Oregon Fish Commission and offi and biologists of Oregon state fis ies establishments.

Professor John DeWitt, head of HSC department, headed the p which included James Adams, R Hughes, Ken Gelatt, Robert Per Ray Baxter, Paul Jensen, Jack Gate, William Meyer, Richard R hour, Robert Weddell and Ho Houck.

LINES and LEADERS

...icote Fiberglas Primer ...facer Is Announced

new product, Navicote fiberglass er surfacer, has been developed by and Burns, Inc., of Riverside, Calif., ne paint manufacturers. It is used as me surfacer in treating fiberglass ap- tions in bottom and hull areas and in- proper performance of the finish ing system on such laminated fiber- areas, according to Earl Huston, Jr., president in charge of sales.

berglass lamination performance in the né field indicates exceptional possibili- as a perfect finish for wooden and ood hulls. Single lamination gives a le strength of over 600 pounds per re inch and a small boat can be com- ly resurfaced in approximately four s.

rt and Burns, Inc., developed this er surfacer to provide a positive seal surfacer compatible with the laminat- resins, producing an excellent surface ceive nearly all types of marine finish- systems and to eliminate the normal gray appearance of the natural fiber- color.

s new product of high resin content the problem of paint peeling from glass. When used with Navicote Ma- finishes a beautiful porcelain-like fin- f excellent adherence and durability tained.

rt and Burns, Inc., are also the man- urers of the internationally famous cote Marine Finishes and Navicote Fouling Paints.

...edetti New Sole Owner ...Thomson Machine Works

gelo Benedetti, president of Thomson ine Works Co., San Francisco, well n marine supply and equipment and e repair firm, has purchased the in- s of all minority stockholders in the any, and is now the sole owner of the any.

liam Marchington, former vice-presi- of the company, is no longer con- d with it.

Benedetti has been with Thomson ine Works Co. since 1909. The com- is northern California distributor for ath and Red Wing marine engines, gan propellers, Paragon gears, and marine supplies.

company has a completely equipped ine shop, one of the oldest in the ern California marine field, for expert e installing and repairing.

Raytheon Wilmington Sales And Service Staff Moves

The Wilmington California Sales and Service office of the Raytheon Mfg. Co. has recently been changed to 114 West B Street, Wilmington, Calif. This office is under the district supervision of J. Leonard Lovett, with Walter C. Grove, as District Service Manager.

Automatic Engine Alarm Warns of Something Wrong

Faulty water pumps, clogged intake pipe or other failures can cause overheating of your marine engine which often result in serious and costly damage. Oil pressure failure due to lack of oil or a faulty oil pump can also bring about burned out bearings and needless repair bills. But, the new Sudbury automatic engine alarm tells you whenever the temperature of your engine goes over 200 degrees, or your oil pressure drops to under 7 lbs. pressure. It gives a combined audible (buzzer) signal and a visual (flashing red light) signal that something is wrong.

Pictured is the climax of a recent test demonstration at San Francisco, participated in by Cincotta Bros., fishermen's supply and equipment firm, to demonstrate properties of Wynn's "friction proofing" oil, one of the products distributed by the Cincotta firm. Tony Cincotta, head of the supply house, was keenly interested in the test, which involved a pair of new air-cooled engines that were broken-in by running for 16 hours at the Cincotta store before they were immersed in the salt water of San Francisco Bay at Pier 43 for a period of two weeks. Mr. Cincotta reports that many fishermen shared the wide interest in this test, and that he noted substantial increase in the movement of Wynn's oil following the demonstration and the interest it aroused.

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
APELCO
DIRECTION FINDERS
BRYANT'S Marina
7 E. NORTHLAKE ME 0090
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"IMPORTANT TO FISHERMEN—PARTS FOR WASHINGTON DIESELS ARE ALWAYS AVAILABLE"
WASHINGTON IRON WORKS Since 1852
WASHINGTON DIESEL

THE COMPLETE YARD
CONSTRUCTION — REPAIR
DRYDOCKING
DESIGNERS and BUILDERS of Fine FISHING BOATS
SAGSTAD SHIPYARD
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THE FISHERMAN'S YARD
24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways • Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California

A name fishermen have trusted for more than 30 years
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General Machine Repair Work
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Terminal Island, Calif. TE 2-4521

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Steel Troller "Roundup" 46' GM diesel power. 165 HP, Fathometer, radiotelephone, DF, Iron Mike, 1½ KW aux. 32 volt system, electric anchor winch. Large insulated fish hold. Fuel capacity approximately 1100 gals. One new steel troller hull 38x12 with tanks and cooling system. Ready for house. Jannsen Boat Works, 9407 E. Marginal Way, Seattle, Wash. Phone LAnder 8668.

FOR SALE: Boat "Tagattof" Alaska limit seine boat. 50'-14'. Rebuilt 1945. 165 HP GM diesel. Seine skiff 40 HP Universal, beam trawl gear complete. Price $15,000. Contact N. Karuza, 1106 Fillmore Ave., Bellingham, Wash. Phone 4720-2065M.

FOR SALE: Red Very signal flares $12 doz. Wanted a few Very pistols. Imported Japanese display shells of all kinds. Also domestic fireworks. State which catalog wanted. SUPERIOR FIREWORKS CO., Canby, Ore. Dept. P.

FOR SALE: 60' dragger, 100 HP, Worthington diesel, drag gear, bait tank and tuna seine. Part halibut gear, $30,500. . . . 42'x11' troller, 100 HP Cummins diesel. Galley on deck, $13,000. E. F. Klevin, 8035 21st N. W., Seattle.

FOR SALE: M. V. "YUKON", Alaska limit seiner, 54' overall by 13.6 beam. GM Diesel Series 71 4 cylinder, no surplus, excellent condition. A-1 power skiff. Dishes, utensils, Olympic oil range, mattresses, compass, etc. $8000. Blaine Canning Co., Blaine, Wash.

FOR SALE: Monk design fishing boat, 48'x13'10"x 5½', steel 4 yrs. old, 31 tons gross, fuel 2200 gal. (double bottom) water 500, completely equipped, sleeps 6, Atlas Diesel. Adaptable to any type fishing. C. M. Negstad, 1322 S. E. Madison, Portland, Ore.

BOAT FOR SALE: "Victory" 50' purse seiner good condition. Built 1943. Iron Mike, radio, DF, 1 year old jitney-seine 3½ strips 260 fathoms long. Price $16,500. Located Blaine, Wash., boat harbor. Write A. D. Fleming, Kimberly, Oregon.

FOR SALE: 100 new crab pots, any reasonable offer. Phone Oregon City 6580, Victor O. Heath, West Linn, Oregon.

COMMERCIAL FISHERMEN
In Mexican-Central American Waters
PACIFIC TOWBOAT & SALVAGE CO.
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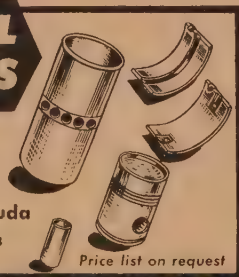
MARINE ELECTRICAL SPECIALISTS
SALES & SERVICE
ALL TYPES OF ELECTRICAL EQUIPMENT
BATTERIES — WIRING — REPAIRS
2423 W. 54th SEATTLE

DIESEL PARTS



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278A-268A
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Hercules – Buda
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Price list on request
RODER - BLACKBURN
INTERNATIONAL CORPORATION
Dept. PF1, 149 Broadway, New York 6

FOR SALE

1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. Including connecting piping, condenser, pumps, supporting steel, etc.
1—Swenson single effect Evaporator with copper tubes, heating surface 440 sq. ft. Including connecting piping, supporting steel, condenser, pumps, etc.
1—6' x 50' Louisville Rotary Steam Tube Dryer.
1—Davenport No. 3A Dewaterer.
2—5' x 40' direct heat Rotary Dryers.
1—Bartlett Snow 10' dia. x 4' deep, jacketed, agitated Kettle. Sweep Agitator, side door discharge, 140 lb. Steam.
3—9800 Gal. horizontal S/S lined Tanks, jacketed for cooling and heating and agitated.
Also other Agitators, Hammermills, Pulverizers, Kettles, Digesters, Steel Storage Tanks, Vibrating Screens, etc.

CONSOLIDATED PRODUCTS COMPANY, INC.
1621 Broadway New York 38, N. Y.

FOR SALE: Boat 'Venture II" overall 46'4", beam 12'7" inside, 6.5 depth, galley on deck, fully equipped with DF, depth finder, telephone, automatic steering gear, new Caterpillar engine. Holds 16 tons, sleeps 4. Write Mrs. Gunnar Mord, 86 Montebello St., Chula Vista, Calif.

FOR SALE—Reasonable, 18 skates good used halibut gear, extra buoy line, hooks and treated gangions. D. P. Payne, 10045 11th N.W., Seattle. Phone: SUnset 1947.

FOR SALE: 28' troller GM diesel. Fully equipped for trolling. Being sold through an estate, sacrifice. First class throughout. Inquire: L. F. Hyde, 401 E. Front St., Port Angeles, Wash.

FOR SALE—43' fishing boat Pixie Ann. 165 HP Gray Marine diesel, four gurdies with stainless steel lines—V bottom. Built 1949. Good sound boat. See at Matsons Shipyard, Prosper, Ore. Will sell very reasonably. Raymond E. McLeod, Four Mile, Ore.

FOR SALE because of ill health. Shrimp crab cannery and house on good fishing grounds. Floats, machinery, light plant, freezer. With or without 42 ft. combination boat. Priced right, some terms. Write Harry Christman, Petersburg, Alaska.

FOR SALE: 45' boat, converted for all kinds of fishing. Dragging gear, good condition, complete $18,500. Fred Paolini, 1658 Greenwich St., San Francisco, Calif. Phone: ORdway 3-9572.

FOR SALE: Machine Shop and supply business. Booming country, ideal location, leased property in Southeastern Alaska's largest boat harbor. Inventory over half asking price. Will accept boat as part $10,000. Grid Machine Shop, Ketchikan, Alaska.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FORSTER
SHIP BUILDING CO., INC.
SHIP BUILDERS—ENGINEERS
MARINE WAYS—REPAIRS
Foot of Ferry St. Terminal Island
Phone TE 2-4527

DOC FREEMAN'S
MARINE ENGINES EQUIPMENT HARDWARE
Surplus Chryslers—$550 to $1000.00. Special —Chrysler 4½-1 $700.00. GM Diesel Starters 12V $50, 32V $100. Chrysler Engine Parts—Light Plants—Conversion Parts—Jeep, Ford, Others.
999 Northlake Ave. EV 1500 Seattle

San Francisco Craft Fitted for Season

Dominic Gallupo, skipper of San Francisco combination boat *Thomas,* has had her GM 2-71 di engine completely overhauled at Fishermen's Wharf plant of Sh Line Diesel Maintenance.

The first GM 4-51 to be installed a fish boat in the Bay area will put in the *Danna T,* combination b owned by Dominic Tringali, Francisco. Beside the engine, D inic also purchased a Maxim silen and a Freeman Metal Marine P from Shore Line Diesel Maintena

Joe DiGraziani, skipper of the c bination boat *DiGraziani* recently his GM 6-71 completely overha by Shore Line Diesel Maintenance. also purchased from them a Twin D 2-1 clutch and reduction gear wi he had them install.

The former Monterey purse seiner **Vito** now converted to trawling, and la operated by John Grotting, Eureka, been taken over by Sebastiano Bussala San Francisco, who after having the en overhauled, will return to Eureka Crescent City to fish for the Tom L Fish Co., Eureka.

SPECIAL
GM 6-71 Crankshafts, magnafluxed a guaranteed—Standard $165 .010 und size—$120
GM-6-71 268-A—278-A—567 Diesel Engines and Parts
Bearings for all makes of reverse gear
Twin Disc—Graymarine 1½ to 1

M-193	$20.00	M-1067	$6.
M-194	20.00	M-1068	2.
M-303	18.00	M-768	6.

PACIFIC BEARING & EQUIPMENT C
Pier 1½, San Francisco 7, Calif.
Phone: YUkon 6-6976

SEASIDE SUPPLY STORES, INC.
Complete Stock of
Commercial Fishing Supplies
ADAMS NETTING
Make our store your Headquarters in SAN PEDRO
803 S. Palos Verdes TE. 2-7
SAN PEDRO, CALIF.

In SAN DIEGO, See
***MAURICIO & SONS**
— MARINE YARD —
WAYS UP TO 50 FEET
NEW BUILDING & REPAIRS
2420 Byron Street (Point Loma)—San Dieg
(formerly at Fort Bragg)

In Southern California
CHRIS-CRAFT
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SITKA SOUNDINGS

Gottfried Kellberg, skipper and ner of the troller *Hicks,* with Ben ndeen as helper, are back from ddard Springs where they did some air jobs . . . Louis Johansen, skip- and owner of *New England* tied boat up, and he and his wife spent winter in their home in town. ey plan a trip out soon . . . Henry ino has sold his troller *Lituya* and ns to sell his home and go south medical care . . . Bill Green, owner the troller *Denver* sold his boat to . and Mrs. McNulty who plan to here this season . . . Harold Jenny k his troller *Stormy* to Ketchikan spring fishing. Also going was the ller *Mohawk* . . . The waterfront was busy during March with everyone, including children, jigging for smelts. All report good fishing . . . Gerard Helland, a long time fish buyer, sold his home and has left for the states, but from all reports he will be back to buy again this season.

The "Garland" Missing For Two Days Only

Missing for two days the *Garland,* a 40' fishing boat owned and skippered by Emil Gregersen, Seattle, was reported safe at Neah after a day-long search by two coast guard boats and a coast guard plane.

Coast guard officials said Gregersen "took a breaker" while attempting to cross the Grays Harbor bar shortly after midnight and decided to take it safe, returned to Neah Bay. His absence was reported 24 hours later and the search was started.

BOATS READIED FOR FISHING

Late February and early March found a number of fishing craft at Eureka and nearby northern California ports on the ways of Gillette Marine at the Fields Landing and Fairhaven plants.

The list included the dragboat *Dorothy Ann,* of the Balestrieri fleet; the *San Vido,* owned by John Crotting; the dragger *Catherine Paladini,* of the Paladini fleet; the dragboat *Quest,* owner Albin Anderson; the *Jeannette P.,* operated by T. Peters.

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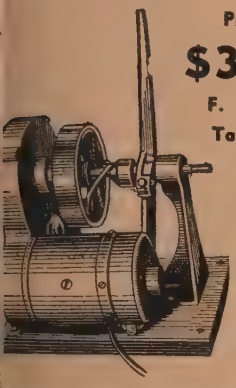

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Maximum Utilization of Material

Fishery Technologists' Objective

he story of technology as applied he Pacific's fisheries still has many nk pages, but they are gradually ng filled in, according to experts n the United States and Canada participated in the three-day ting of Pacific Fisheries Technolo- s at the Department of Fisheries lding in Vancouver, B. C., March 20 and 21.

he west coast states, British Co- bia and Alaska were well repre- ed, and so was Hawaii. The dele- s farthest from home were Shaikh Jaleel, marketing officer for the ral fisheries department, govern- t of Pakistan, and his wife, who is keenly interested in fisheries re- ch.

aximum utilization of raw mate- , with particular emphasis on eco- ic considerations, was the theme loped by several of the speakers; ough the whole field of fisheries nology was covered in the papers ented during the conference, re- ed as probably the most success- o far held.

me of the points emphasized in iscussions were:

Disposal of fish oils on a profit- basis is a major problem that so defies solution;

Current work on meal and solu- production is getting more recog- by industry;

Greatest scope for improvement ality of fish products lies in the s prior to processing.

eakers stressed that no amount rocessing could improve on the ty of the raw fish, and that to ve perfection in quality there d be improvement in the han- of fish from the time of harvest- o the moment of delivery to the .

ahan New President

new president of the group is Callahan, of Libby, McNeill & , Seattle, who was unable to at- the sessions owing to illness. He eds Norman Armstrong, Van- r chemist, who presided over the rence and was one of the panel ers.

retary-treasurer is Roy C. Ste- of U.S. Fish & Wildlife Service,

L. P. Callahan, director, Libby, McNeill & Libby Fisheries Technological Laboratory, Seattle, newly elected president of the Pacific Fisheries Technologists.

who succeeds A. W. Lantz, of the Fisheries Experimental Station, Vancouver, B. C.

Regional representatives are: Alaska — Ray Landgraf, U.S. Fish & Wild Life Service; British Columbia — John Harrison, Pacific Fisheries Biological Station; Washington — George J. Burchard, manager of Washington Laboratories; Oregon — R. O. Sinnhuber, Seafoods Laboratories, Astoria; California — Robert Pedersen, French Sardine Co.; Hawaii — F. Jermann, Hawaiian Tuna Packers.

Panel conveners included Dr. Lionel Farber, University of California; Dr. Lyle Swain, Fisheries Experimental Station, Vancouver; Bruce Sanford; Dr. C. R. Elsey, B. C. Packers; Dr. Neal Carter, director of Fisheries Experimental Station, Vancouver. George Alexander, deputy minister of fisheries for the province, was the banquet speaker.

"Whether we like it or not, we must concern ourselves more with costs and sales development," said Mr. Armstrong, president. "It isn't necessary to set ourselves up as salesmen; but if our job is properly performed we are setting a favorable base for the men who must sell our product. We've got to be realistic as well as scientific."

Fish Hydrolysate Hinted For Alaska's Waste

The retiring president saw in the international Pacific coast a great potential market for cattle and poultry feed based on fish by-products. He also visualized an opportunity for the industry to build a huge market in the Far East, should peace be restored, by combining herring oil and other neglected fish products with surplus low-grade grain in the production of an inexpensive but highly nutritious protein food for millions of people now faced with virtually a starvation diet. Such a product, he believed, would be suitable for fish chowder and fish loaf if properly processed and dehydrated on this coast. The industry might not make much money from such a product but it would make more than under present utilization conditions while at the same time developing a use for materials now often wasted.

Another idea tossed out by Mr. Armstrong was production of fish hydrolysate in Alaska and its shipment south by tanker. Such a process requires a minimum of manual labor and steam; one man could control the whole operation in a properly installed plant requiring only 5 hp. to run.

M. E. Stansby, of the U.S. Fish & Wildlife Service in Seattle, said it was unfortunate that fish meal had been sold almost exclusively on its protein content, with vitamin and other nutritive components largely ignored.

Hawaiian Tuna Lure Extract Reported Upon

Mr. Jermann of the Hawaiian Tuna Packers described an interesting project to develop a new lure for tuna. Bait supply is limited in the Hawaiin Islands, but Dr. A. L. Tester, formerly in charge of herring research in British Columbia and now in Honolulu, had worked on the idea that extract

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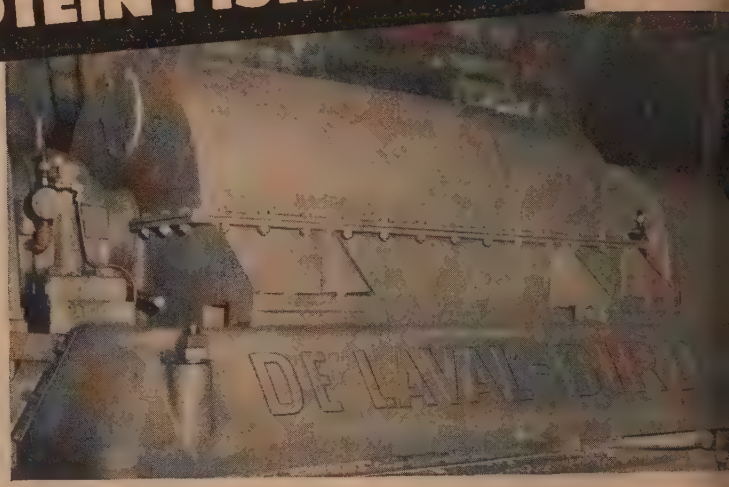

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nbers of the Fishery Research Panel, from left: M. E. Stansby, FAWS, Seattle; J. Dassow, FAWS, Ketchi-, Dr. Neal Carter, Director, Fisheries Experimental Station, Vancouver; Dr. William Hoar, University of sh Columbia; R. S. Stevens, new secretary of the Pacific Fisheries Technologists and Norman Arm-ng, retiring president. Bottom Row—Shaikh A. Jaleel, Fisheries Department, Pakistan, and his wife; Ray W. Cloug, assistant director, Northwest Branch, N.C.A.; Ralph Berglund, Pacific American Fisheries, ingham; Fred Jermann, Hawaiian Tuna Packers, Honolulu; R. O. Sinnhuber, Seafoods Laboratories, Astoria; A. W. Lantz, retiring secretary, Pacific Fisheries Technologists.

. tuna might be manufactured an attractive lure. Many com-ds had been experimented with, the best results were obtained the use of extract of Skipjack livers.

. Jermann described the method to rate the efficacy of the various i lures. The diluted extract was ed into one end of a 400′ tank the actions of the tuna entering pposite end were closely studied. he purpose is to develop a means ducing the need for live bait in ng the schools of tuna close to ship," said Mr. Jermann. "We t eventually be able to replace ait entirely, or at least reduce se 50%, and introduce purse s."

Jermann also outlined an exper-al use of pineapple plant waste nbination with tuna waste prod-n development of stock feed.

hn Dassow, U.S. Fish & Wildlife e Laboratory at Ketchikan, with the problem of toughness imp. At first it was considered o processing, but it wasn't as e as that. The toughness was in-t in the Alaska shrimp. Cooking 29 percent brine had improved exture in many instances, and acuum packing was another ef-e step, using 24 lb. steam with um of 16 to 20". MSG had been as a dip without effect and also ic acid. High vacuum packing metically sealed containers had been a simple means of minimizing the changes in storage of Dungeness crab meat.

Establishment of quality standards for fish was the basis of a panel to which Dr. Stewart Murray, medical health officer of Vancouver; Ralph Berglund, of Pacific American Fisheries, Bellingham; W. Martin, Vancouver Ice Co.; Peter Sunderland, of B. C. Packers; Gran Boothby, Canadian Fishing Co., Vancouver, and R. S. Bolton, canned fish inspection laboratory at Vancouver, and Dr. G. Ivor Jones of the National Canners Association contributed.

Two More Trawlers Sail For Bering Sea King Crab

There will be three American King crab trawlers in Bering Sea late this spring, and all will be members of Wakefield's Deep Sea Trawlers, Inc., fleet.

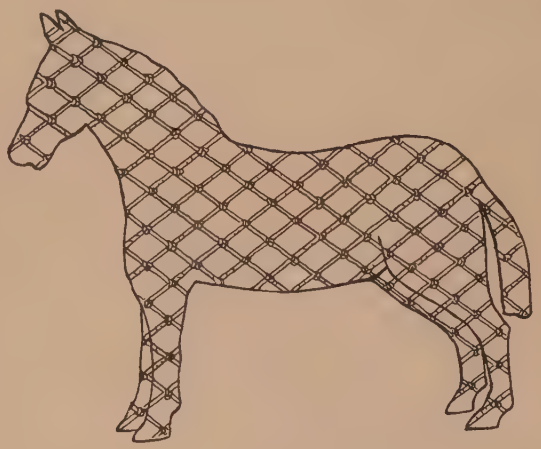
The big purse seiners *Shelikof* and *Foremost* were converted at Seattle this spring for trawling and crab-freezing and got away for the north shortly after the middle of April, the *Shelikof* in command of Capt. Ralph Jones and the *Foremost* under Capt. Ben Gjerde.

They will join the 145′ steel trawler *Deep Sea,* which has been on the King crab grounds since early in the year and reports the best fishing she has ever encountered in her several seasons in the Sea.

The converted seiners are equipped with Baker quad ice machines of 10 tons daily capacity. The trawls will be fished over the stern, but brought aboard amidships. Deck houses have been erected on the sterns of the vessels and the crab cooking and preparing operations are conducted there. The prepared crab, whether picked meat in pans or legs for freezing in the shell, is lowered through a small hatch into the hold, where two blast freezers are situated on either hand at the after end of the hold. After freezing, the crab is stored in the main hold, which has been fitted with frost coils for low temperature.

As carrying capacity of the vessels is not great, arrangements have been made for them to run their packs to the Aleutian Cold Storage Co., plant at Sand Point for storage and steamer shipment to Seattle.

The troller, **Marie,** Osmond Hansen, Seattle, sports a new General Motors 3-71 diesel this year. Evans Engine & Equipment Company made the sale.



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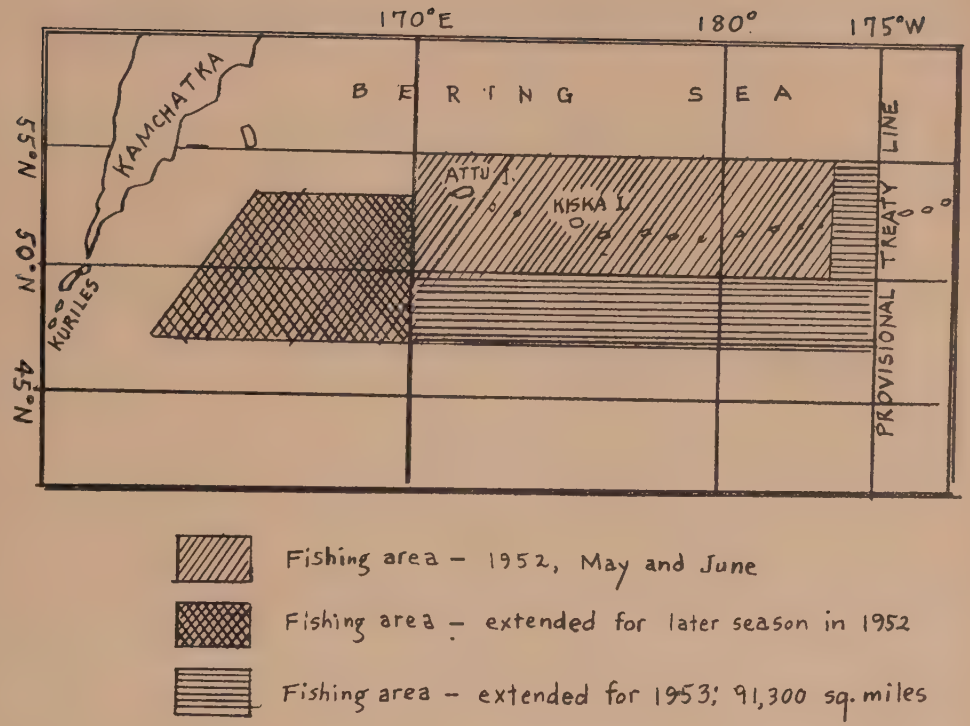


Area of Japanese Salmon Fishing in the Aleutians

% PROFIT ESTIMATED FOR JAPANESE ORTH PACIFIC SALMON FISHING 1952

rty per cent profit was realized ie 1952 Japanese high-seas sal- fishing expeditions to North Pa- waters west of the 175th merid- well-informed Japanese sources ate in a report on last year's tions prepared for *Pacific Fish-* n.

tlement was effected only after a l of extended negotiation follow- turn of the last vessels, but was worked-out on this basis:

yo Gyogyo fleet, 30 catcher 42% firm's share; 58% catcher share.

pon Suisan fleet, 10 catcher 45.78% firm's share; 55.22% r boats' share.

hiro Gyogyo fleet, 10 catcher 47% firm's share; 53% catcher share.

trary to early reports, which in- d that the entire production was ted in Japan frozen or salted, nown now that a limited quan- f the frozen fish was canned.

principal parcel canned was put Nichiro, which also smoked of the Reds. The Nichiro can- onsisted of 2,000 cases of Red , counted 8 doz. to the case. ods had been intended for sale United Kingdom, but that mar- as closed by the refusal of ex- for canned salmon imports. It erstood that 1,200 cases of the canned Reds were sold to Belgium, Holland and Irish Free State at a price of $26.00 per case fob. Japan.

In addition to the Nichero canned goods, it is understood that Taiyo put-up a small canned pack from the frozen salmon, but this was for test purposes only and was not marketed.

The 1953 expedition again will consist of three motherships, but they will average larger in size than in 1952. There will also be a substantial increase in gear, and the "target" for the season's pack is 4,250,000 fish, compared with a 1952 "target" of 1,830,000 fish and an actual catch in that year of 2,107,000 fish. Thus expectations for this season are more than double the realization of 1952.

It is reported that the motherships will be equipped as in 1952, which is taken to mean that they will rely upon salting and freezing, and will not have facilities for canning aboard. Whether any of the frozen fish will be canned upon delivery to Japan is not certain from the report, but it is indicated that 1953 marketing will follow the pattern adopted for the 1952 pack.

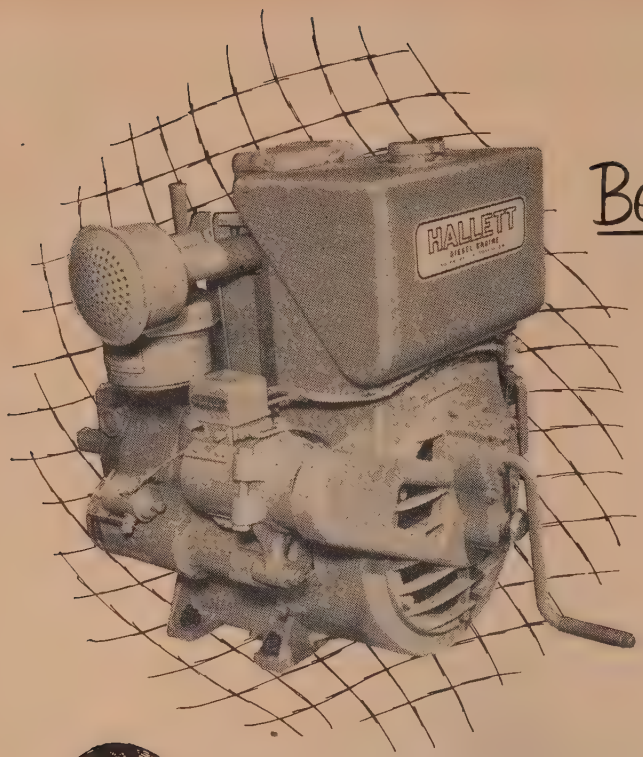
Another fact which had not previously been made plain is that the major portion of the catch was transshipped to freezer carriers and transported to Japan almost as soon as frozen; and not accumulated aboard the motherships for delivery at the end of the season. There is no indication that any serious difficulty was encountered in transferring the frozen fish from one vessel to another on the high seas.

The extended area for which fishing is authorized in 1953 is shown in the accompanying sketch, prepared in Japan especially for *Pacific Fisherman*. It will be noted that operations are to be permitted this season east to the 175th meridian established in the Tri-Partite treaty; and that the total area authorized is vastly greater than that fished in 1952.

Fishing Gear Lost In Fire at Seattle

A considerable quantity of fishing gear — nets and halibut equipment, principally — was lost in a fire which destroyed one of the older net houses at Seattle's Fisherman's Terminal at Salmon Bay. The new structures at the terminal were not endangered.

Loss in the fire, building and gear together, was very conservatively estimated at $120,000. It was the most serious fire which had occurred at the terminal in years, but fortunately was confiend to the one structure, an old building in the angle between the National Supply Co. and the Fishing Vessel Owners Marine Ways structure.



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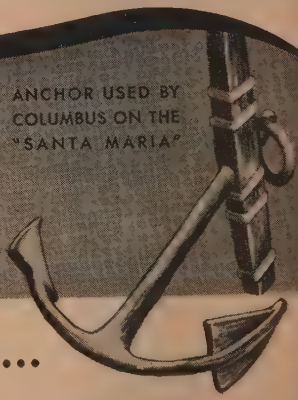

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'ARIFF COMMISSION DOUBTS 'HAT TUNA INDUSTRY NEEDS HELP

wenty days late, the U. S. Tariff .mission this spring delivered to U. S. Senate Finance Committee . 10 oz. of tuna information in eographed form, a document 1.5" ickness and numbering 196 pages. ie whole thing is summed-up in 10 nclusions." The three-man major- of the commission differed from ar B. Brossard, the chairman, who November dissented from his col- gues' conclusions, which are any- g but conclusive. They alone py 13 pages of the entire docu- t; and generally conclude that the industry needs no help.

; in the case of its rejection last of application for relief under 'escape clause" provisions of the rocal trade agreement law, the mission majority rested heavily in conclusions" upon its conviction tuna-in-brine is not competitive standard tuna, and that because United States does not pack tuna- ine imports of this article do dversely affect the American in- ry.

finds also that the tuna industry rally is in much better condition spring than it was when the data able was produced. In conse- ce the commission says: "Pre- ably, therefore, less basis exists than existed when the escape e investigation was made for in- ing duties or applying quotas."

e Tariff Commission modifies its er position somewhat with re- to quotas, saying: "Any desired ation on imports of fresh or froz- na could be accomplished much certainly by means of quotas by duties. The application of s, however, would impose diffi- roblems.

Conclusion 7 the commission s along with the view advanced by tuna canners when they contend that any duty on frozen tuna should be accompanied by upward adjustment in the tariff on canned tuna — otherwise the frozen tuna tariff would merely cut-off the supply of that raw material for canning in this country and would stimulate foreign canning for export to the United States.

The commission accept this view whole-heartedly, saying of the possibility that a duty could be imposed on frozen tuna without any compensatory adjustment in rates on the canned product: "Such action would have a damaging effect on the domestic tuna packers, particularly those that rely largely on foreign sources of supply for raw fish. Even if no tariff changes were made for the benefit of the tuna packers, they would quite properly expect appropriate compensatory adjustments in the tariff treatment applicable to certain canned tuna, notably tuna in brine."

On the whole, the tuna industry will find some surprising information in the Tariff Commission report. One of the most interesting bits of all is the reiteration of the sophistry that tuna-in-brine does not compete with standard canned tuna. This same Conclusion 7 says: *"A substantial part of the increased sales of tuna and bonito in brine, of which there is no corresponding domestic pack, did not displace equivalent quantities of tuna and tunalike fishes prepared in oil, foreign or domestic. To a considerable degree these imports of lower-priced tuna have created their own market."*

In short, the Tariff Commission report to the Senate contains very little encouragement to those elements of the tuna industry seeking duties or quota which would tend to equalize the cost of production of the American product and the selling price of comparable foreign goods in the United States market.

Chairman Brossard in his dissent says that revision of the "Conclusions" by the majority of the commission was done in a way that left him no time to prepare an adequate dissenting report, but only time to make a short statement "disclaiming responsibility" for the "Conclusions." He asks that persons interested in the differences of opinion within the commission read the report made last November in connection with the escape clause investigation of the tuna industry.

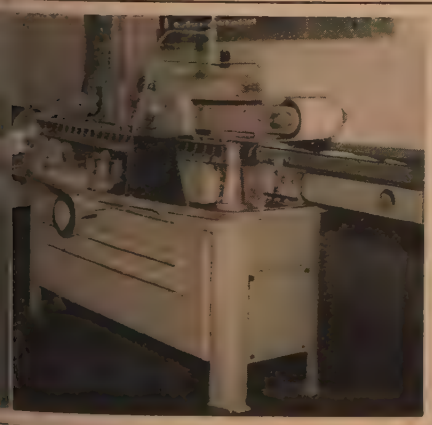
Van Camp Laboratories Reorganized Under Goldie

Van Camp Sea Food Company, Inc., has reorganized the laboratories at Terminal Island under Malcolm J. Goldie, named general manager. Jack J. Schroeder is sales manager; John E. Fugatt, production manager and Dr. Ernest Geiger, M.D., Ph.D, advisor in nutritution.

Under the new set-up all scientific research and control activities are unified to coordinate the development of improved "Chicken of the Sea" and "White Star" brand tuna, with "Sea Pep")animal and poultry feed nutrients), according to Gilbert C. Van Camp, president.

It is Van Camp's intention soon to announce a number of new items to be added to its list of "Sea Pep" brand products; the most important of these being developed by fermentation of fish by-products and, according to Mr. Van Camp, are unique in the industry.

Bob Walker, Blaine Myers, and **Russ Nicholson,** British Columbia Packers, Ltd., Vancouver, B. C., flew to San Francisco last month, rented a car and drove to Palm Springs for a vacation.



The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

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WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats —for any commercial use!

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and *more* years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:

"Commercial salmon fishing in Bristol Bay is concentrated to only a few days a year," explains Mr. Nick Bez of Peninsula Packers, Seattle, Wash.

"If the fisherman's equipment doesn't function perfectly, he stands to lose his entire potential catch in what is undoubtedly one of the roughest commercial operations for boats and engines in the world! That's why each of our new 32-ft. gillnetters is equipped with a Chris-Craft Marine Engine. We know from experience with other Chris-Craft-powered boats that these engines always start and operate efficiently under *all* conditions. Their simplicity facilitates easy maintenance. For really rugged duty, we'll specify Chris-Craft Marine Engines every time."

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

MARINE ENGINE DIV., CHRIS-CRAFT CORP., ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORP., Algonac, Mich. **FREE!**
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NEW: Prime Quality!

•built to fishermen's specifications

Rubber clothing designed with all the features that commercial fishermen, who constantly wear-test our garments, tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

U.S. SQUAM HAT
- reinforced watershed brim

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- **Strong fabric,** neoprene coating outside; inside, overalls have elastic insert suspenders, reinforcing knee patches, cut-off bands for shortening leg length if desired. S-M-L.
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- black thigh
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- "Fin-Guard" vamp

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OOD FISH
[ARKETING
tion of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

May 1953

ALMON MARKET –

Red Price "Corrected"; British Buy B.C. Fish

orrection" in the price of Red on talls came about this spring, oing the figure quoted by the four packers of this grade who main- national advertising programs, by a revised price of $28.

is action came as the supply of Reds, offered by canners who do eature their Red salmon brands national basis, began to approach d-out condition.

presstime $27 Reds were still to ad, but remaining volume ap- ıtly was small.

The Red salmon revision was the first major downward movement which the salmon market had taken since last fall. It represented eventual acceptance of the principle that today's consumer isn't willing to pay $3 per case more for featured brands.

Pink salmon talls at $20 were available only in very small supply, and only from two sources — both big, strong and firm. Chums at $16 were substituting satisfactorily for Pinks in a number of markets; and some Cohoes were going to market at bargain prices in place of Pinks.

Bigger news—better news anyway —was the word that the British were prepared to buy some $4,250,000 worth of Canadian Cohoes and Pinks—virtually all in halves. This was expected to account for about 205,000 cases on a basis of 8 doz. cans per case.

As this was written the British buyers were reported to be driving a hard bargain—but it was one which would cut the Canadian carryover as of July 1 to something on the order of 300,000 cases.

The economic catch—which was of no great concern to the salmon industry—was that the deal was said to hinge upon Canada importing some 2,000 tons of Welsh tinplate this season.

The volume of business accepted by the American salmon sellers during the first quarter of the year is now generally conceded to have been large volume-wise, but anything but profitable from the price standpoint. The salmon was shipped, but the profits were nil.

McGovern Names Brokers In Four Market Centers

Appointment of field brokers in Chicago, Rockford, Ill., Madison, Wis., and Saginaw, Mich., is announced by McGovern & McGovern, Seattle canned salmon brokers.

In Chicago the McGovern firm will be represented by the Irwin R. Tucker Company, with 31 years of experience in the field; in Rockford and Madison by the W. H. Chesbrough Company; and in Saginaw by the Bennett Brokerage Company, a firm active in that area's food distribution business since 1934.

Shafer-Haggart Handling Simpson, Roberts Affairs

Following he recent death of E. O. Cornish, Canadian director of Simpson, Roberts & Co., Ltd., that firm closed its Vancouver office, which Mr. Cornish had operated for many years. Shafer-Haggart, Ltd., Vancouver, has been named Buying Representative for Simpson, Roberts for Canadian supplies for the United Kingdom and the Continent, according to T. Wesley Dickinson, director.

Tuna Shortage Developing

An acute shortage of canned tuna was developing at Southern California canneries at the end of March. Packers had only 26,000 tons for canning purposes since the new year began. Of this 5500 or more tons was imported. March was especially heavy in imported receipts, 4000 tons, most of which was Japanese Albacore.

The 26,000 tons had accounted for around 1,250,000 cases. The carryover from 1952 was quickly dissipated and was gone before the Lenten season began. Prospects for immediate improvement were not bright.

The bait boats were having a most difficult time, from Mexico to South America. Hook - and - liners, after months at sea were returning with fares far below capacity. There hardly seems any chance for improvement in the gross yield of raw material from domestic sources before the end of May.

Because of the shortage of the canned product, tuna markets throughout the country were very firm; wholesale prices were slightly higher, but the canners position was generally better because of the virtual disappearance of the former hidden discounts.

Britain to Buy Salmon From Canadian Carryover

After a year's absence, the United Kingdom returned to the British Columbia canned salmon market this spring with an assurance that about $4,250,000 would be spent on an estimated 200,000 to 250,000 cases from the 1952 carryover.

How this order will be allocated between grades and species has yet to be determined, and the details as to the price per case will be worked out between representatives of the west coast canners and Sir Andrew Jones, chief of the British food mission at Ottawa.

Although the order is much less than the average from the United Kingdom, it represents a clear gain over last year, when no business at all was done by that country with the Canadian salmon industry owing to the exchange and other problems.

The 1953 order is a direct result of the economic conference held in Ottawa recently between Britain's chancellor of the exchequer, R. A. Butler; C. D. Howe, Canada's minister of trade, and Canadian Fisheries Minister James Sinclair, who dropped a hint when he was on the coast early in March that a deal of some kin would be negotiated.

"We welcome this opportunity trading with Britain again, but doesn't mean that happy days a here again," said a Vancouver indu try spokesman. "We'll still enter t fishing season with substantial unso stocks, and the British will drive hard bargain on what they buy."

Anchovy Market Firm, With Supplies Scant

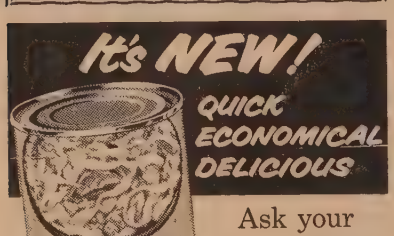
Although the market for Californ anchovies was inactive due to lack supplies the market was firm at $8. to $9.00 for ovals.

Five-ounce 100s in tomato sau were quoted at $8.00. Fishing duri last month was poor, due to rou weather, and the fact that in Mar fishermen didn't go out for a numb of days, awaiting a higher price. T price finally agreed upon was $45. per ton, a boost of $2.50 per ton.

Menzies to Coronation

John Menzies, president of Parr & Co., well known San Francis brokerage house and canned fo factors, and Mrs. Menzies, left la month for Europe on a combined bu ness and pleasure trip. They will vi Italy, France, Scotland and Englar and while in the latter country w take in the coronation festivities Queen Elizabeth.

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.



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A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTO

lmon Cutting Judges Rate Pack Generally Satisfactory

nerally satisfactory quality was l by the judges who examined 700 cans of salmon from the pack at the 16th annual salmon ig held in Seattle this spring.

lip Carmichael, reporting upon nalysis of the judges' findings, hat color was rated high in all s of Coho, where wide varia- was noted by the judges. This ally followed the seasonal and geographical pattern of the pack of this species.

The Chums were rated particularly good, and this high quality extended to workmanship as well as color. In the case of Pinks some fault was found with the filling, and workmanship on Reds also came in for some criticism; although the Red pack generally was rated excellent.

Mr. Carmichael commented upon the fact that the cutting showed cans generally were over-weight; which was not only wasteful but also sometimes responsible for inadequate vacuum.

Everybody Is Offering Sardine Substitutes

Canners far and wide apparently are preparing this season to pack something which can be sold as a substitute for the scarce California oval sardines, in this country and also throughout the world markets for the California oval article.

For example, Maine sardine canners are reported to be putting in cans and supplies this spring with the intention of packing all herring 9" and over in oval cans with tomato sauce —an article which they doubtless could label as sardines. Inasmuch as the herring is a "clupeiod" fish, such a product probably could be labelled "sardines."

Danish and Dutch canners also were reported this spring as preparing to pack herring in ovals with tomato sauce for the American market—or the Americans' market overseas.

As this was being written in Seattle late in April it was known that a parcel of Japanese tomato sardines in 1-lb. ovals had been unloaded at that port. At the moment they were being quietly examined by the Food and Drug Administration.

Southern California Canned Fish Markets

Quoted F.O.B. Pacific Terminals at Press-time.

TUNA —
Advertised Brands:
- White Meat, Fancy.....$16.00
- White Meat, Chunks.....$14.00
- Light Meat, Fancy.....$15.10
- Light Meat, Chunks.....$13.00 to $13.50
- Light Meat, Grated.....$ 9.60 to $10.00

Private Label:
- White Meat, Fancy.....$14.00 to $14.50
- Light Meat, Fancy.....$13.25 to $13.50
- Light Meat, Chunks.....$11.60 to $12.00
- Light Meat, Grated.....$ 9.60 to $10.00
- Light & Dark.....$ 7.50 to $ 8.00

MACKEREL —
- Pacific, tall, nat. .....$ 8.50
- Jack, tall, nat. .....$ 8.00 to $ 8.50

Squid —
- In Brine, tall.....$ 4.50
- Anchovies, t/s, 5 oz., 100....$ 7.75

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quality keeps customers sold
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BLACK TOP PINK SALMON
CONTENTS ONE POUND
Quality Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

"Salmon Style" Bonito Offered in Philippines

One of the disconcerting items of information which furrowed the brows of salmon sellers this spring was the report that responsible world-trade operators were offering "salmon style" bonito in 1-lb. tall cans in the Philippines at $11.25 per case fob. Manila. The goods were reported to have been packed in South Africa, and to be winning acceptance by buyers who normally take Chum salmon, currently priced at $16, fob. Seattle.

B. C. Packers Prepare Los Angeles Sales Drive

British Columbia Packers, Ltd., of Vancouver, B. C., one of the world's largest seafood packers, and producers of Rupert Brand fresh-frozen skinless fish fillets, has appointed Rockett-Lauritzen, of Los Angeles, to handle all advertising and sales promotion activity in the Southern California area, effective April 10.

Rupert Brand is preparing this spring a new intensive advertising and sales promotional program, according to Norman Hyland, executive sales manager of British Columbia Packers, Ltd.

Brokers for Rupert Brand in Southern California is the Howard T. Burge Company, of Los Angeles.

Tuna and Noodles Packed by Cal.-Marine

"Priority" brand, egg noodles and tuna is being distributed to the national trade, and marks the entry of a second major tuna packer into distribution of this product, which already has proved such an excellent "shelf" item across the country. It is packed in 1-lb. tall cans.

The product developed by California Marine Curing & Packing Company, Terminal Island, and exclusively distributed by J. R. Barry & Co., Los Angeles, has pimiento and "M.S.G." added, the latter being "Ac'cent," the product of International Mineral & Chemical Corporation.

"Priority" egg noodles with tuna being produced by completely ne stainless steel equipment, fully aut matic. Cal-Marine uses light me tuna loins, liberally mixed with t noodles and chopped pimiento, pr duced in the chunk style. Part of t system was developed by Jack Gorb

Distribution is now being made New York, Philadelphia, Iowa, Texa California, etc., according to Jam Barry.

SEATTLE MARKE

Prices are those quoted at presstime Seattle Brokers for stocks of good quali F.O.B. Pacific Northwest terminal poi in cases of 48 cans.

Species	Prices
Alaska Salmon	Quoted
Sockeye, Talls	$27.00-28.
Chinook, Talls	22.00-23.
Chinook, halves	16.00
Med. Red, Talls	20.00-21.
Med. Red, halves	12.00-13.
Pink, talls	20.00
Pink, halves	11.00-12.
Chum, talls	16.00
Chum, halves	9.00-10.
Puget Sound Salmon	
Sockeye, halves	20.00
Med. Red, talls	21.00
Med. Red, halves	12.00-13.

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CANNED and FROZEN FISH
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"Snow Cap"
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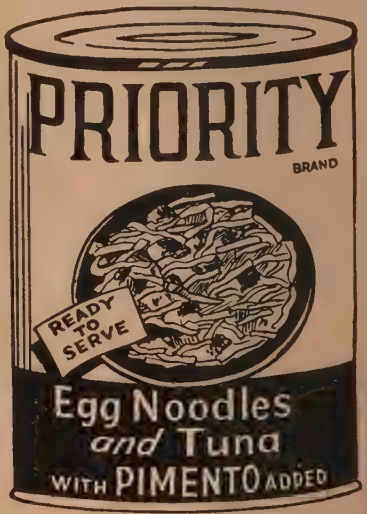
"Olympic"—"Snow King"
"Green Breaker"
PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"
CHUM
"Golden West"—"Golden Glow"
"Sea Diver"
Cannery: **ANACORTES, WASH.**

"PRIORITY'S" *Newest Product—*
EGG NOODLES and TUNA
with Pimento and "MSG" Added



J. R. BARRY & CO.
727 W. 7th St., Los Angeles **MA 6-9291**
Exclusive Sales Agents for
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Terminal Island **Californi**
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that is the record of

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in Plant after Plant

FROZEN FOOD PROCESSORS KNOW

the Faster the Freeze the Finer the Product. The New England Fish Co. knows that their Family Packages are much better frozen by the modern and improved Amerio System. Hydraulic Control assures flat, uniform packages.

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Designed For Ammonia Brine or Freon Refrigerant

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Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

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FRESH WATER COOLERS
"Wixkulers" like this are standard or optional equipment on many boats built in such well-known yards as the J. M. Martinac Shipbuilding Corp. and the Tacoma Boat Building Co. Note Monel shell and fresh water expansion tank. Baffle sheets, too, are Monel to insure high heat exchange rate without weakening, corroding or rusting.

Alaskan fishing boat "Winsome," owned by George English; designed by Wm. M. Garden; built by Lester & Frank Boat Co., Seattle. Just one representative of the many sea-going fishing boats which use a Wixkuler.

How sea water cools the engine...yet never enters the cylinder block

Sea water can never cause trouble in an engine that is cooled by fresh water.

That's why boat owners and operators (and designers and builders, too) go for the Wixkuler to keep sea water in its proper place.

A Monel-shelled Wixkuler installation cools the engine with clean fresh water. Salt sea water cools the fresh.

How can this equipment improve engine performance?

First, because *only* fresh water enters the cylinder block. Engines can operate at higher temperatures and greater efficiencies with no danger that stopped-up water passages (due to salt deposits) or sand, grit or mud can possibly cause damage.

Second, with Monel® for the welded shell, fresh water expansion tank, and baffles, there is nothing to fear from destruction by heat or marine corrosion. Despite high temperatures, Monel *keeps* its strength and resists corrosion.

And now Wixkulers are used to cool engine lubricating oils, too. So, if your commercial fishing boat is a hard-working 41-footer like the "Winsome"...or a 140-foot "queen of the tuna fleet"...or any size in between, consider the Wixkuler. It's easy to install. Eliminates separate expansion tank or reservoir. Permits rapid warm-up. Maintains proper engine temperature regardless of speed.

For further information, write the Wix Cooler Co., 2900 Westlake North, Seattle 9, Wash..

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TIE UP SOONER
...FULL TO THE HATCH

USE *Les Davis*® commercial flashers and lures...

Western commercial fishermen take mo fish on Les Davis equipment than on o other similar tackle.

The Les Davis No. 2 Herring Dodg *(illustrated)* in brass, nickel, white 50/50 brass and nickel outsells other dodgers combined...proof th Les Davis makes the best.

Another favorite with commercial fi ermen is the Les Davis Commercial C plug, a solid plastic plug in silver, gold white with baked-in design, spins just l a plug cut herring. It stands up un countless battles with big fish, is easy use, and is even more effective than n ural bait.

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Canadian Style

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THE FISH TAKE IT

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2120 N. STEVENS STREET • TACOMA 7, WAS

For Diesel, it's GUNDERSON BROS.!

Al Bernert of Sheppard Towing, St. Helens, Oregon, chose twin GM Diesel 6-71s for the 60-ft. towboat "Miriam". With a 6:1 reduction gear she has the same power as tugs with heavy duty engines, plus low cost operation for greater towing profits!

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IT'S HERE!

Brilliant new GM Diesel 51 Series for Marine Application — small and medium craft. Max. 87 h.p. at 3000 RPM. Continuous 54 h.p. at 2200 RPM.

Compact GM Diesel Power available in Single Units 16 to 275 h. p.; Multiple Units up to 840 h. p.

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Howard Irwin, Coos Bay, Ore. Two 6220ORA

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A. J. Conger, Astoria, Ore. One 6220ORA
Frank Sutton, Estacada, Ore. One 4071A

WORK BOATS
Hilstrom Shipbuilding, Coos Bay One 2071A
Maddox Boat Works, West Linn, O Two 3071A
Al Bernert, Willamette, Ore. One 6230ORA One 1200
Smith Construction, Stevenson, W One 6220ORA
Weyerhaeuser Timber Co. Raymond, Wash. One 4220ORA
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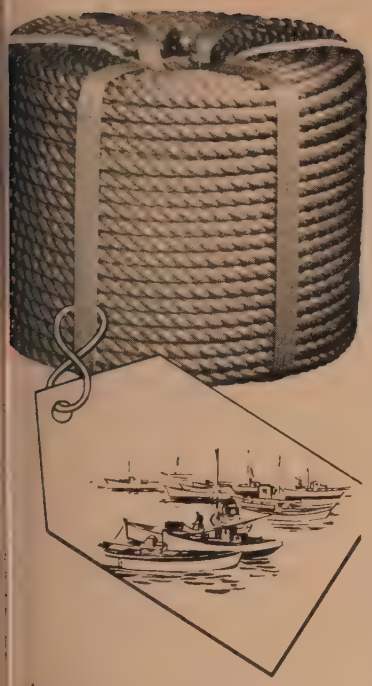

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Bay Shrimp Closure Promotes Conservation

Mexico's Pacific shrimp fishery was closed by government order from March 1 to April 15, for fishing within the great shallow bays and esteros of the west coast. This was done in the hope that cessation of cast-netting for that period would permit juvenile shrimp to enter from the open sea (where they are spawned); have a chance to grow and re-enter the ocean and so reach maturity. Trawling in open waters continues to July 1, end of the season.

From January 1 to March 20, a total of 3,667,969 lbs. had crossed the international borders in California and Arizona. Of this 3,640,242 lbs. were frozen and layer packed; the balance, 27,727 lbs. entered fresh.

According to reports from Sinaloa —which includes the great Topolobampo fishery — the February catch was 560,616 lbs., which was 45% less than January, but 87% more than February, 1952. The fishery around Guaymas and Rocky Point to the north, had been poor all season. The Salina Cruz fishery, far to the south was not up to expected tonnage.

Naturally, with top quality, layer pack, brand named shrimp so short in supply, wholesale prices quoted by western importers was very high. Under-12 to 16-20 count, the three sizes were offered at 95c per lb.; 21-25 85c; 26-30, 80c; 31-42, 72c and 43-65, at 60c; the latter 15c per lb. higher than at the same period last year.

"Jim" Puckett, Salmon Labeller, Passes Away

A man who made a life work of serving the canned salmon industry closed that career in March with the death of James H. A. Puckett at the age of 68.

Known generally in the industry as "Jim," Mr. Puckett headed The Puckett Co., specialists in the handling, labelling and preparing of canned salmon for shipment under the specialized conditions prevailing in the Alaska salmon business as the product moves through the Seattle terminals to market.

He was the victim of a heart attack, which followed several years of poor healh.

Mr. Pucket went to Alaska in 1904 and after two years mining on the Kenai peninsula returned to Seattle and entered the salmon business; continuing in it in various phases until his death. His long association with the business and the intimate and confidential character of his association with it made him one of the most widely known individuals engaged in canned salmon and its distribution.

The Monterey purse seiner **A. N. Lucido**, formerly owned by A. N. "Slats" Lucido, now a prominent restaurateur on Fishermen's Wharf at that port, has been sold to Bill Murphy, San Diego.

Strong Pressure Applied For Nushagak Opening

A number of representatives of Alaska unions, notably those concerned with the Bristol Bay area, appeared before the House Committee on Territorial and Insular Affairs in April and made a big pitch for opening the Nushagak side of Bristol Bay to resident salmon fishermen.

The Fish and Wildlife Service this year in its regulations is initiating a program for a five-year closure of the Nushagak side in an effort to restore the depleted Red salmon population.

The Alaskans took their hearing to the Territorial and Insular committee on the grounds that the Nushagak closure involved the economic livelihood of the residents of the district as well as the conservation of the salmon.

The hearings brought colorful testimony and heavy pressure, and Washington observers at presstime felt there was a fair chance that the plea would be successful and the Nushagak closure relaxed, despite the critical condition of the salmon running to that stream.

Mackerel Landings for First Quarter Far Down

Deliveries of mackerel to Los Angeles-Long Beach ports from January 1 to March 31 were 30 tons of Pacific; 1,852 tons of Jack for a total of 1,852 tons. This was less than half of last year's yield for the period, 3,805 tons, of which 40 tons was Pacific. Thus the overall mackerel pack for three months did not much exceed 25,000 cases. Wholeale prices were firming on Jack, one West Coast packer asking $8.50 per case, 48-lb. talls. Pacific, on which there were no offerings, was held at $8.50.

Rubinstein Buys Anderson's Seldovia Cannery Interest

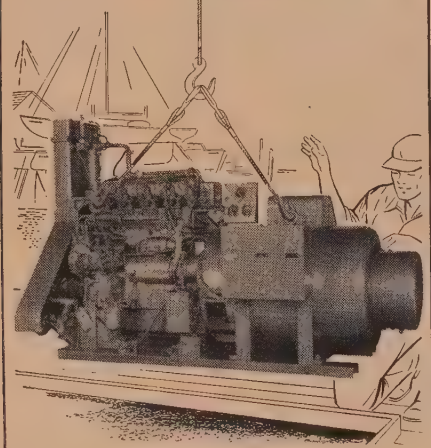
Sam Rubinstein, president of Whitney & Co., Carl Rubenstein Co. and Farwest Fishermen, Inc., announced in April that he had purchased the interest of C. E. "Squeaky" Anderson, rear admiral (retired) U.S.N.R., in the Seldovia Bay Packing Co., with a cannery at Seldovia, Alaska, and Seattle headquarters at 2360 Commodore Way.

Mr. Anderson has felt the need of reducing his responsibilities as result of illness which he suffered during the late winter and asked Mr. Rubinstein, vice president of the company, to take over his interest; which was done.

The cannery only is involved. Mr. Anderson retains his interest in the related cold storage and by-products plant.

There will be no significant change in the operations at Seldovia as result of the deal, Mr. Rubinstein said. He expects to spend a portion of the coming operating season at the plant.

All the power you'll ever need... Every time you need it!



"U. S." engineers have pooled their marine experience to design this compact 15 K.W. DIESEL UNIT. Rugged 4-cylinder diesel for dependability. Remote control for your convenience. Fresh water cooling. 1800 R.P.M., 60-cycle A. C., 120-240 volts. Also available for D.C.

1000-watt Gasoline unit. Available in 115-volt, 60-cycle A.C. for radio, lights, refrigerator, bilge pump, etc. — or in D.C. for battery charging. Write for complete information and name of nearest dealer.

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UNITED STATES MOTORS CORPORATION
US
OSHKOSH, WISCONSIN

Crew members of the purse seiner *Windward*, member of the Fish men's Cooperative Assn., hang netting with Spongex floats at S Pedro's municipal fishing pier which is under the supervision of Cooperative. The *Windward* is owned by Katsu Hamachi. Spong floats are now being sold by C. J. Hendry at San Pedro, San Die and San Francisco.

Ferrante Packing Co. Formed at Monterey

Sal Ferrante, well known figure in the California fish packing industry, and for many years president of Oxnard Canners, Inc., Monterey, has organized Ferrante Packing Co., and under that name will operate the Atlantic Coast Fisheries Co. plant at Monterey.

Atlantic Coast Fisheries Co. is the former Sea Pride Packing Co. plant, and is one of the most modern on the Row.

Mr. Farrante is planning on packing anchovies at the plant, in ovals, and 5-oz. and to that end is putting in two 5-oz. lines for anchovies.

Besides anchovies, sardines, mackerel and squid will be packed as they are available.

A pre-cooker from the Westgate-Sun Harbor plant was purchased by Ferrante Packing Co. and has been installed.

Mr. Ferrante told *Pacific Fisherman* that he expected to start packing anchovies in May, if they are available.

Herman Kramer, who for 10 years was head seamer man at Oxnard Canners, Inc., will be superintendent.

Milo Moore Returns From Korean Duty

Having spent 15 months in the Orient as a fishery expert in the rehabilitation of the fisheries of the southern portion of the peninsula, Milo Moore, former Washington director of fisheries, was home on a 30-day leave in April. He is returning for another year in the Far East.

Mr. Moore says that the fisheries of Korea are gradually being modernized, but that they are subject to very heavy strain and in need of a comprehension of conservation practices, particularly as affects small, immature fish.

Edward David Developin Fisheries of Okinawa

Edward David, formerly head of Del Mar Canning Co. and other fi ery enterprises at Monterey and the Columbia River, writes *Pac Fisherman* that he is now on Okina on an indefinite assignment from United States government as fish ies technologist in liaison with Ryykyuan government.

Mr. David went to the Orient a y or more ago, and worked out Tokyo, making field trips to Ko and the Ryuokyus. This spring was asked to accept assignment Okinawa on a more-or-less perman basis, and he reached that island March.

He writes that he is enjoying work greatly, finds the climate Okinawa much like that of Haw and feels he is participating in a m important undertaking of buildin modern island economy in a ba ward island where only eight ye ago raged one of history's grea battles.

Warner Paulsen, Canco Service Man, Passes

Warner Paulsen, who for 26 y represented the service of the Am can Can Co. in Central Alaska fron operational field headquarters at dova, died in Seattle early in Apr the age of 54. He had been critic ill for months.

He was know intimately to Al salmon canners and throughout great company of which he had an employe all of his working Member of a family associated the growth of the American Can in the salmon industry from the years of the company's intimate ciation with it, Warner Paulsen in the minds and hearts of Al cannerymen for "Canco Service which he had dedicated his life.

A Continuously Constructive Force in the Salmon Industry . .

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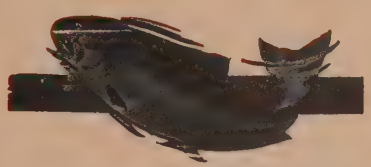

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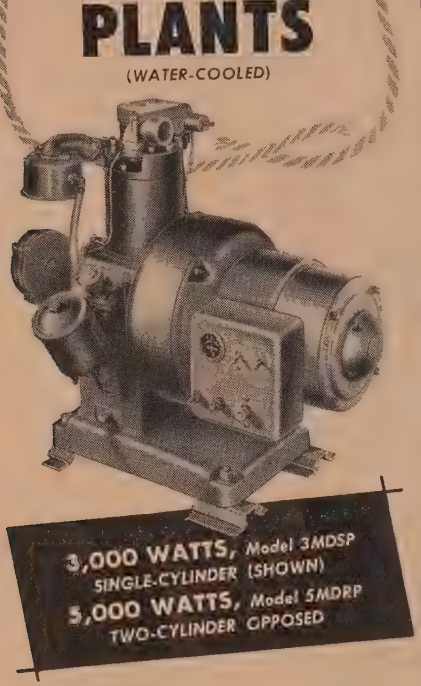
ONAN *Announces*
Two New Diesel *Marine* ELECTRIC PLANTS
(WATER-COOLED)



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SINGLE-CYLINDER (SHOWN)
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TWO-CYLINDER OPPOSED

Here's dependable, low-cost electric light and power for more efficient operation, more comfort aboard your craft. Plant starts at the push of a button, supplying electricity for radio, lights, pumps, ventilators, refrigerator and other equipment.

Designed for marine use, these Onan water-cooled Diesel Electric Plants are unusually compact with clean design, simplifying installation. Operate economically on a variety of Diesel fuels.

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ETS-HOKIN & GALVAN
551 Mission St., San Francisco, Calif.
218 N. Avalon Blvd., Wilmington, Calif.

The Halibut Treaty

Joint efforts of the United States and Canada to preserve halibut fishery of the Northern Pacific Ocean have been so succ ful that they are frequently cited as an example of what ca accomplished by the right kind of international cooperation.

They should prove even more effective in future, however, result of the recent signing of the new North Pacific Halibut vention—just 30 years after the adoption of the original treat March 2, 1923.

Under the new treaty the powers of the International Pacific H but Commission (heretofore known as the International Fish Commission) have been increased to permit it to establish m than one open season a year. Scientists expect that this will m a larger catch possible without any deleterious effect on the su

Another feature of the new convention is the addition of two members to the commission. Until now the board has consiste two commissioners from each country—one representing the fe government and the other the industry at large. Now Alaska be given representation on the board and Canada will have p members from both Prince Rupert and Vancouver, B. C.

The 1923 convention made history, as it was the first treaty entered into by two nations for the regulation of a fishery in w they had a mutual interest. It was also the first formal inte tional agreement which Canada ever made on its own behalf a independent member of the British Commonwealth. And it provided the pattern for other treaties which have since been si by the United States and Canada for the regulation of other fish

Seattle's interest in the commission's activities is attested by fact that it has always had a member on the board—first M Freeman, who was appointed under the original treaty, and Edward W. Allen, who succeeded him in 1932 and has rema in office ever since.—Seattle ***Post-Intelligencer***, Mar. 4, 1953.

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SOYBEAN SALAD OIL

PREMIUM FLAVOR AT NO EXTRA COST!

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SPONGEX

plastic floats couldn't be any better"

Petro Maiorana,
owner of purse seiner "Diana."

During his 28 years of fishing sardines Mr. Maiorana has used many types of seine floats. Concerning Spongex floats he says:

"I have been using Spongex Floats two years. I have 350 of them. They don't soak up any water. They couldn't be any better. They keep the cork line entirely out of water, so that we can get the entire catch. They don't tangle up the lines. They are very good for sardine nets."

Spongex cellular plastic floats:

- Have greater buoyancy
- Absorb no water—never need drying
- Don't tangle lines
- Won't rot or crumble
- Resist wear from lines
- Need no protective coating

You'll buy fewer floats in the years ahead if you replace worn out ones with the new Spongex floats.

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Terminal Island, California
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SPONGE RUBBER PRODUCTS COMPANY
695 DERBY PLACE, SHELTON, CONNECTICUT

SPONGEX

Early Alaska Salmon Negotiations Advanced

Alaska salmon negotiations to presstime had made considerable progress and seemed further advanced than usual as April headed into the last-half.

Men for the early-opening far-westward plants got away for the north by the first days of April, and contract negotiators turned to other districts in order of opening.

At presstime the machinists at Seattle were on strike against the local plants, and were more concerned with that dispute than the next salmon season. As result, negotiations with this group were stalemated.

Contract provisions which had been negotiated prior to presstime all were on the basis of the 1952 deal, with a few minor changes in the health and welfare provisions which would have the effect of some increase in costs.

In general, the union negotiators seemed inclined to recognize the serious competitive position in which salmon finds itself, not only with respect to other canned fish but also as result of the currently lower prices of meats.

Pacific Fishery Biologists Elect Canadian Officers

Pacific Fishery Biologists held their annual meeting March 26 and 28 at Lake Wilderness. Over 230 biologists attended the meeting for the purpose of discussing current fisheries problems and electing officers for 1953.

J. G. Hunter, Fisheries Research Board of Canada, Nanaimo, and Roy J. Hamilton, International Pacific Salmon Commission, New Westminster, were elected president and secretary-treasurer respectively, succeeding L. A. Verhoeven and Wm. A. Smoker.

Tauno Kaartotie, deputy commissioner of fisheries, Helsinki, Finland, was a guest at the meeting which attracted biologists from Hawaii, Alaska and California as well as from the Pacific Northwest.

Paladini Firm Plans New Oakland Plant

A. Paladini, Inc., big California wholesale fish producer, with headquarters in San Francisco, is taking bids on a new $130,000 wholesale fish plant at Oakland.

The company's present Oakland plant, located at 520 Washington St., Oakland, must be vacated and will be razed to make way for a new freeway.

The new plant, property for which has been purchased at Fifth and Alice Sts., Oakland, will be of modern construction, 85 x 95', and will consist of a main floor and mezzanine. Refrigeration for holding boxes will be provided. Construction was scheduled to start last month, with completion some time this summer, according to company officials.

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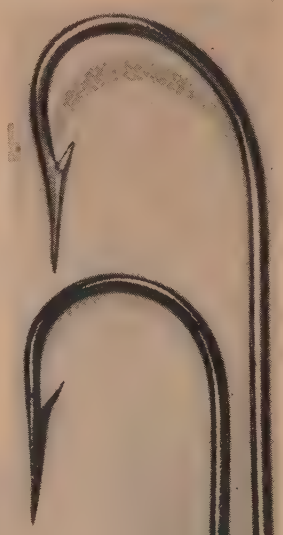
THESE finely tempered Norwegian fish hooks not only give you quick, easy-penetrating points and sturdy bends and shanks BUT—they have the stamina to "stand the gaff" and bring in your catch and save you considerable replacement and repair. Note their durable finish too. Your dealer has them.



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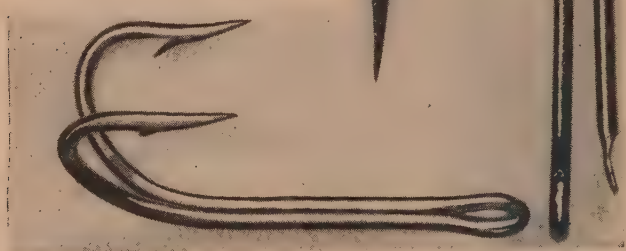

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he just never heard of GRIT 500

GRIT "500" is a rubber base, non-slip coating for inside bottoms of small boats. Also for decks, catwalks, companionways, ramp, ladders, etc., on larger craft.

Use SEALER "900" to make your boat absolutely watertight. Apply with brush or applicator bottle for seams and cracks. Use "700" or "800" for openings up to 3/8-inch.

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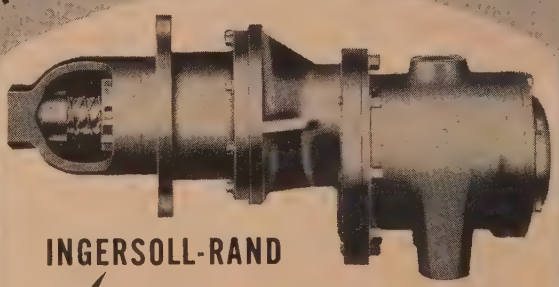

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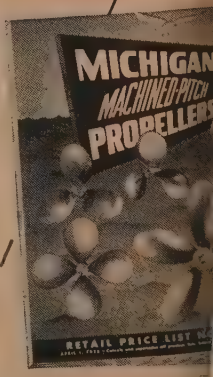

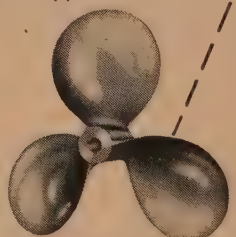

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GRAND RAPIDS 3, MICHIGAN

zio Keeps Quality st Despite Speed

lthough Tom Lazio Fish Co., eka, has purchased and installed a lel FA Package Machinery Co. pping machine, from the Fred Co., San Francisco and Los An-s, to speed up production of its umer line of frozen packaged sea s, quality and not speed is still main concern of the Lazio Com-y.

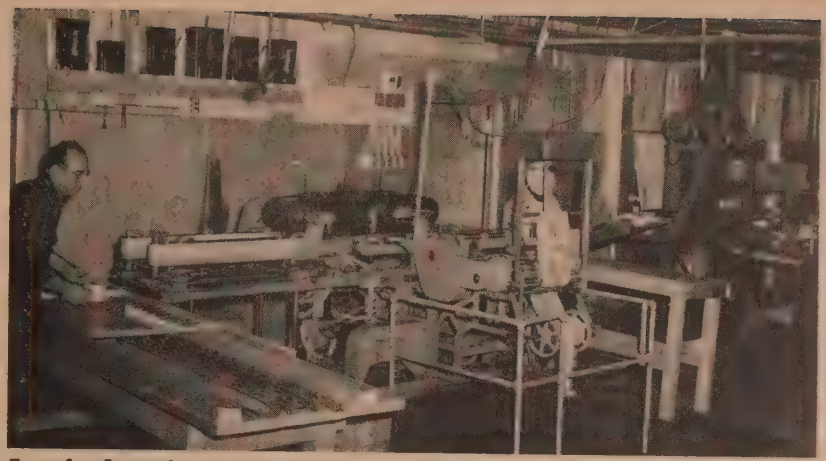
om the modern mechanized fillet the fillets go to 16 packers, but re the fish is packed two girls and trim each fillet, seeing that piece is carefully checked to be of all blemishes. Packages are ibreboard Products, Inc.

the packages go on a belt to the age Machinery wrapping ma-e, they are weighed on a check-ht scale.

e 1-lb. Fibreboard packages are ped in cellophane overwraps col-ly depicting the contents. The Company at the present time cking English and petrale sole, fish and cod fillets under the er Cove brand.

out 1,800-packages are frozen nour in the plate-type freezer.

cording to Angelo Intersimone, ger of the Tom Lazio Fish Co., ompany has found a nation-wide et for not only its consumer age of frozen fish but also for its



Angelo Intersimone, manager, Tom Lazio Fish Co., Eureka, Calif., demonstrates the use of their Model FA Package Machinery wrapping machine for cellophane wrapping the company's line of Shelter Cove frozen fillets. Cartons are by Fibreboard Products, Inc.

vacuum packed crab meat in full 6-oz., 1-lb., and 5-lb. sizes. This crab meat is also packed under the Shelter Cove brand.

Cans are lined with Paterson Parchment Paper liners. The 6-oz. cans are put, six in a carton in cartons made by Paperbox Corp., Oakland. Recipes are lithographed on the back of each carton. The recipes are those of the chef at Lazio's famous seafood restaurant in Eureka. Cans are from the American Can Co.

Naval Architects Meet In Seattle Next Year

H. C. Hanson, Seattle naval architect, reports that the 1954 spring meeting of the Society of Naval Architects and Marine Engineers will meet in Seattle May 17 and 18 next year. This will be the first time the organization has ever met in Seattle, and the second time on the Pacific Coast. Three years ago the meeting was held in San Francisco.

Pacific Coast plant steps up Sardine Processing

● From the time sardines are unloaded at tide level into vats of sea water until they're canned ready for shipment, every step of processing is handled on Cyclone Conveyor Belts. A Wire Mesh Belt transports sardines from vats to weighing machine. From here a Flat Wire belt conveys fish through eviscerating and washing operations. An Equalized Spiral Belt carries sardines and tomato sauce through a continuous cooker. And finally, sealing, labelling and packing operations are speeded up by another Cyclone Belt.

Ask our experienced engineers for advice on Cyclone Belts and write Dept. #R-53 for free catalog #4.

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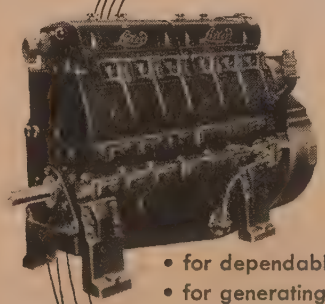

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LINES and LEADERS

co Announces Three Calif. Sales Areas

ation of three new Northern Cali- sales districts, each to be headed ewly-appointed sales managers, was nced today by Robert C. Stolk, Pa- division sales manager of American Company.

new districts, to become operative ril 1, are:

Francisco district—including the city n Francisco, the peninsula south to ood City, and Marin County;

land district—including the East Bay upper San Joaquin valley, Sacra- valley and the coastal area north to regon border;

Jose district—including Santa Clara , Salinas valley, lower San Joaquin and the Monterey area.

M. Johnson, now assistant sales man- of the Northern California district, become San Francisco district sales ger. He has been associated with can Can Company since 1946 in Se- Los Angeles and San Francisco.

. Sutherland, for the last four years representative in the San Joaquin . will head the Oakland sales district. ree years prior to 1949 he was asso- with Canco's Seattle and Portland t sales.

. Paulsen will become sales manager San Jose district. He was formerly Canco sales in Northern California, nd and Seattle.

iquarters of the new San Jose dis- sales area will be located at the can Can Company factory in that Ir. Stolk said. For the present, head- rs of the San Francisco and Oakland ts will be located at 660 Market in the present Northern California t office.

E. Richardson Jr., now con- d with the sales department e Pacific Coast office of the outh Cordage Co., works r R. D. Ladd, Pacific Coast ger of Plymouth Cordage oung Richardson is the son hn E. Richardson, Pacific manager of the Linen Thread Co.

Sharples Corporation Names Greenlaw General Sales Manager

G. J. Keady, president of The Sharples Corporation, Philadelphia, centrifugal and process engineers, announces the appointment of Allen R. Greenlaw to the post of general sales manager.

Mr. Greenlaw, a graduate of the University of Pennsylvania, has been connected for a number of years with The Sharples Corporation in various sales capacities in the New York, Houston, and Philadelphia offices of the Company.

O. C. Peterson, food processing sales manager, Amino Products Division, International Minerals & Chemicals Corporation.

Ac'cent Processed Food Division Advances Peterson

O. C. Peterson, former sales manager for Ac'cent in the midwest, has been appointed food processing sales manager for the Amino Products Division of International Minerals & Chemical Corporation, according to an announcement by George B. Hamilton, general manager of the division.

Mr. Peterson has been with the Amino Products Division of International since 1947. He is known to food processors through his sales work for Ac'cent (pure monosodium glutamate). His promotion is in line with International's plan to cooperate closely with food processors and meet the research demands attendant to the large volume use of Ac'cent in this field. Today there are more than 1000 brands declaring monosodium glutamate on their labels, including canned or frozen meats, soups, fish, sauces, stews, vegetables and baby foods.

Mr. Peterson will make his headquarters in International's main offices, in Chicago.

Willard Advances Denholm

Appointment of George A. Denholm as wholesale sales promotion manager of the Willard Storage Battery Company was announced today by H. C. Negus, Willard merchandising manager.

In his new position, Mr. Denholm will work closely with Willard's national distributor and wholesaler organization in the implementation of sales promotion plans.

The R. E. Burketts, Jr. (left) and Sr., will be in charge of sales for the new foil department of Schmidt Lithograph Co.

Schmidt Starting New Foil Packaging Division

Establishment of a new gravure-printed foil packaging department was announced in April by Schmidt Lithograph Company of San Francisco, whose already highly diversified line of products have made it one of the nation's largest lithographing operations.

"This action," said President Carl R. Schmidt, " will let us render new service to many of our old customers, who are high volume users of beer labels, candy wrappers and other foil packaging materials. To accomplish this, we have set up a completely new foil department, the Schmidt-Lustour Packaging Division."

Announcement of the new division followed the reaching of agreements by Schmidt with Lustour Corporation, St. Louis, Mo., major manufacturers of rotogravure foil labels.

Sales for the new division will be directed, Mr. Schmidt said, by the same men who previously have been representing Lustour on the West Coast. They are R. E. Burkett, Sr., and his son, R. E. Burkett, Jr. Both are veterans of long experience in the label business and most recently have operated their own firm in Los Angeles, the Burkett Sales Company. Under the new arrangement the Burketts will handle foil packaging sales through all of Schmidt's Western branch offices.

J. A. Cuneo, former Los Angeles branch manager for Fairbanks, Morse & Co., and for the past two years the company's general sales manager with headquarters in Chicago, this spring was elected a director of the company.

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INSURING THEIR VALUABLE TUNA CARGOES, TRIP AFTER TRIP—YEAR AFTE YEAR—MORE THAN 50 SOUTHERN CALIFORNIA TUNA CLIPPERS HAVE BAKE REFRIGERATION FOR ECONOMICAL OPERATION—AND DEPENDABILITY!

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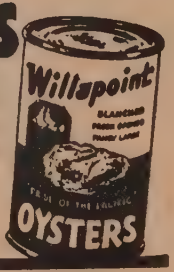

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ert M. McIntosh, newly ap-ted Vice President and Di-r of Sales for Hallett Manu-facturing Company.

ett Puts McIntosh harge of Sales

ral recent personnel appointments roaden the service to Hallett cus-, reports Austin Sherman, President lett Manufacturing Company, Ingle- Calif.

ert M. McIntosh has been appointed resident and director of sales and Praigg has been appointed as vice ent in charge of Eastern sales with arters in Washington, D. C.

next step in Hallett's expansion pro- will be the opening of Chicago of- Hallett District Offices are responsi- r the sale of all Hallett products, include low horsepower Diesel en- Diesel electric generating sets, pumping units, generators, radio n shielding, coaxial couplings, flex- tal hose, and precision planters.

's San Francisco Branch in Larger Quarters

San Francisco branch of Buda En- Equipment Co., a subsidiary of the o., manufacturer of diesel engines, well established in its new home at y Shore Blvd., Phone VAlencia

new quarters are large, the building 120 by 100', half of which space is d by a shop, fully equipped to take any Buda engine work, including e overhaul and installation of en- trucks and any other Buda pow- uipment.

The branch is manned by well trained personnel, the heads of all departments having had long experience with Buda engines and the servicing of them both mechanically and with parts.

C. H. "Charlie" Riding, manager of the Buda San Francisco Branch has been selling Buda engines on the West Coast for the past 14 years, half of which time was spent as district representative in the Pacific Northwest with headquarters in Seattle. The last seven years has been spent in the northern California area with headquarters in San Francisco.

The new San Francisco office is located in an industrial area alongside the U. S. 101 Freeway and fronts on the U. S. 101 By-Pass. It is readily accessible and there is plenty of parking for customers.

Buda-San Francisco Branch completes the factory representation on the West Coast as the company now has factory branches at Seattle, Portland, San Francisco, Bakersfield, and Los Angeles.

Twenty-four hour telephone service is maintained so that personnel is never further away than the telephone from Buda owners or customers.

Western Waxed Paper Stars On National T.V. Show

The National Association of Manufacturers' "Industry on Parade"—one of television's top three public service shows—recently turned its cameras on the operations of Western Waxed Paper Division, Crown Zellerbach Corp., San Leandro, Calif., manufacturers of frozen food wrappers and other waxed paper products.

Tracing the production of Western Waxed Paper's frozen food wrappers, the narrated film takes the viewer through each manufacturing step, from the raw paper stock to the finished wrapper.

This show is now televised over 79 stations from coast to coast at various times and dates. Those wishing to see the film should contact their local television station and request information on Reel No. 118.

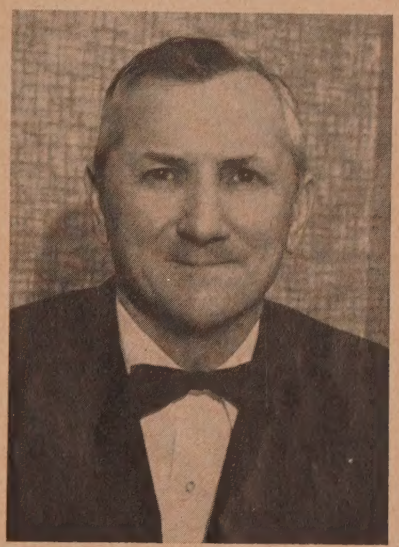
Amerio Plate Freezer Firm Goes Far in Seven Years

Amerio Contact Plate Freezers, Inc., this month celebrates its seventh anniversary, and counts astonishing industrial progress for the period since it began to manufacture plate freezers with both top and bottom pressure which automatically maintain continuous, even pressure and temperature throughout the freezing period.

Another key factor in Amerio operating efficiency and simplicity is the hydraulic pumping unit. This is completely self-contained and equipped with check valves, pressure controls and essential electrical equipment for automatic and trouble-free service. This hydraulic control also assures a flat, uniform package every time, so essential for stable stacking in dispensing units, and imparting the pleasing appearance so appealing to customers. The hydraulic control makes the Amerio Freezer an exceptionally flexible and highly adaptable unit. It permits packages of varying sizes, and even different products, to be frozen in the one load. Consumer and institutional size packages can also be handled in the one load.

The fact that the freezer is portable gives added flexibility in the arrangement or changing of the processing lines. As plant capacity increases, new Amerio units can be installed with no sacrifice or loss in connection with Amerio freezers already installed. Amerio Freezers are designed for use with ammonia, freon or brine refrigerant. Further, the freezer can be tailor-made for the particular purpose and available space. This feature is valuable in connection with installations aboard ship, where space may be restricted.

Amerio Contact Plate Freezers are distributed in the Northwest by the Lewis Refrigeration & Supply Co., with offices in Seattle and Portland.



P. Amerio, president of Amerio Contact Plate Freezers, Inc., manufacturers of a leading type of quick freezing equipment.

Fairbanks-Morse Seattle Branch in New Home

Fairbanks, Morse & Co. Seattle branch has recently moved to a new location at the corner of Seventh Avenue and Lane Street. The building has approximately 10,000 square feet of operating space, with customer parking space adjoining.

R. D. Wells, manager of the Seattle branch, announces full operation of the new plant. The growth in the Pacific Northwest has been such in the past few years that in order to properly take care of their many customers, it was necessary to expand their facilities.

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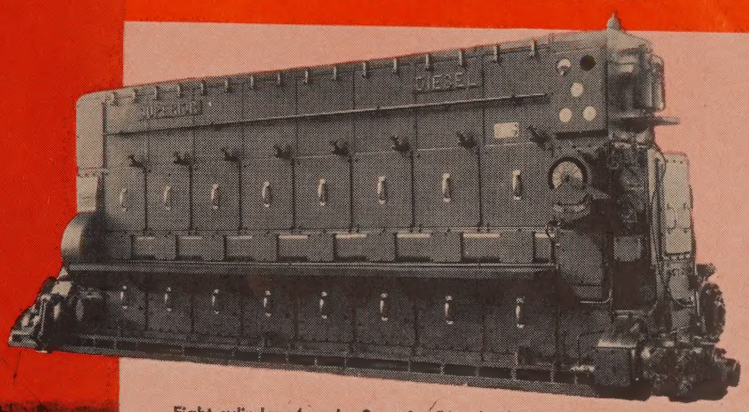

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If you'd like further details and an arrangement sketch of the John J. Nagle, ask your nearest Superior-Atlas Representative, listed below, or write Springfield.

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